



ROADWAY SYSTEMS

Interstote Highwoy System –
Existing & Under Construction
Progrommed Interstate Highwoy
System (1961–1975)
Primory Highway System —
Existing & Under Construction
Programmed Primory Highwoy
System (1961–1965) Secondory Highway System

County Roods Recommended for Tronsfer to the State Secondary Highway System Recommended New Secondary Highways State Highways Recommend for Tronsfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Multi-lone Undivided Modernization

Divided Reconstruction

Divided Modernization

Multi-lone Undivided Reconstruction

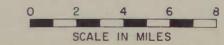
◀ ◀ ◀ ■ Two Lane Reconstruction Two Lane Modernization

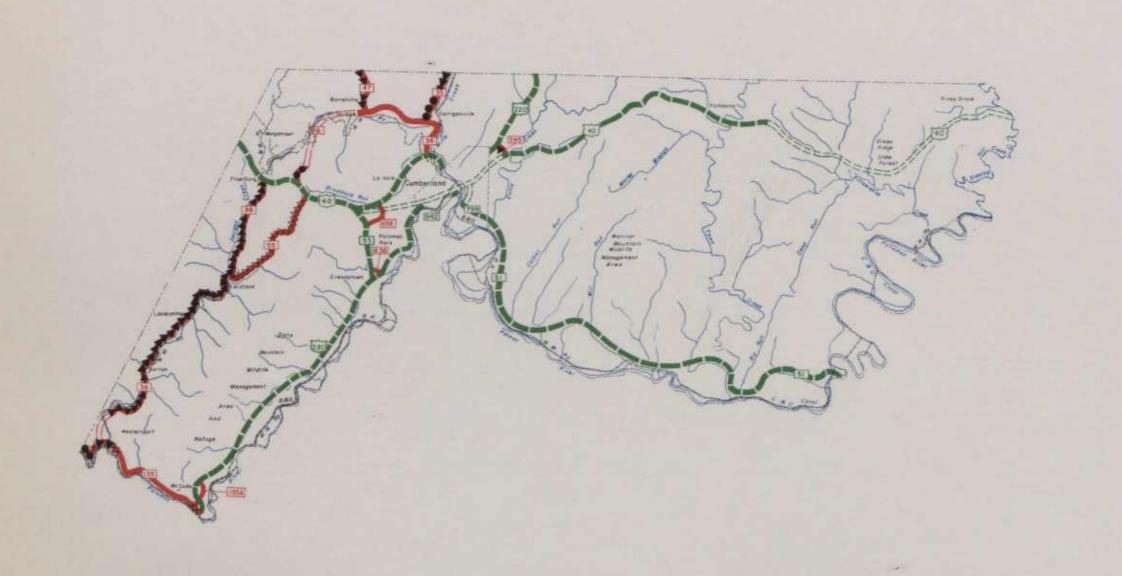
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INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

Recommended Improvements to State Secondary Highway System

Roads Recommended for Transfer from State Secondary Highway System to Allegony County







ROADWAY SYSTEMS

Interstote Highway System Existing & Under Construction
Programmed Interstate Highway
System (1961-1975)
Primory Highway System Existing & Under Construction
Programmed Primory Highway
System (1961-1965)
Secondary Highway System

County Roods Recommended for Tronsfer to the Stote Secondory Highway System Recommended New Secondory Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Modernization

Divided Reconstruction

Multi-lone Undivided Reconstruction

++++ Multi-lone Undivided Modernization

■ ■ ■ ■ Two Lone Reconstruction

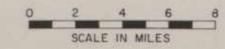
Two Lone Modernization

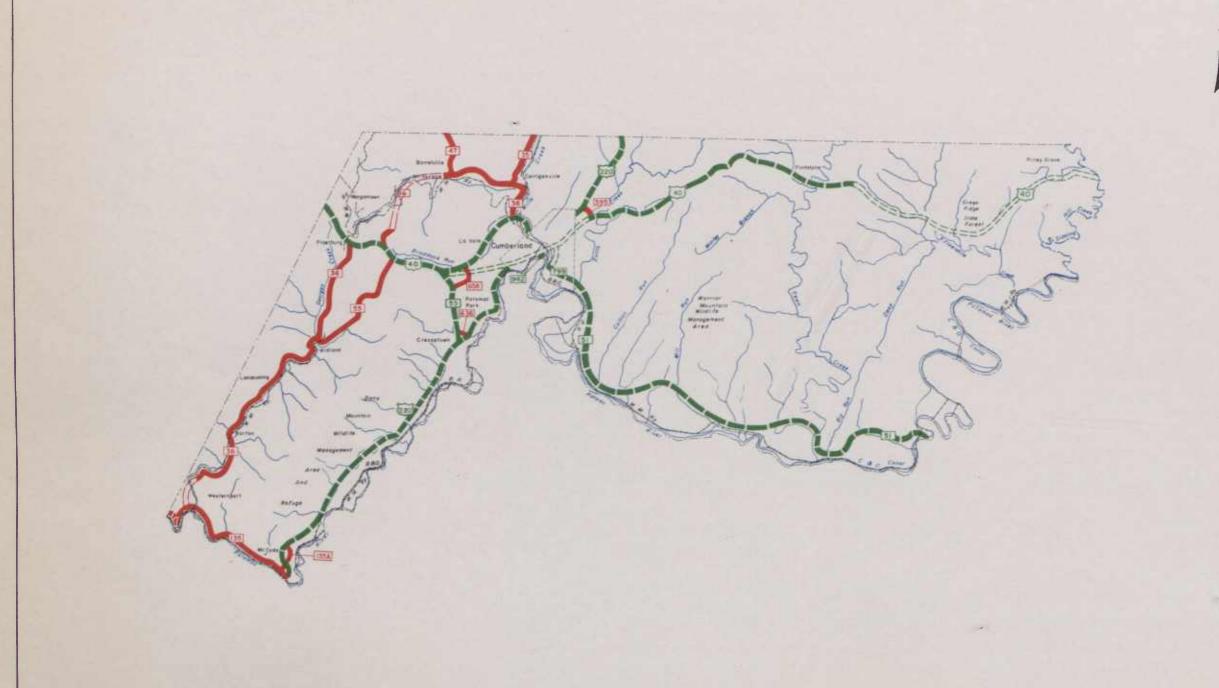
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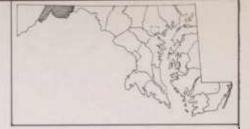
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

ALLEGANY COUNTY

Recommended Improvements to Stote Secondary Highway System







ROADWAY SYSTEMS

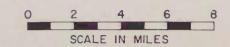
Interstate Highway System Existing & Under Construction
Pragrammed Interstate Highway
System (1961-1975)
Primary Highway System Existing & Under Construction
Pragrammed Primary Highway
System (1961-1965)
Secandary Highway System

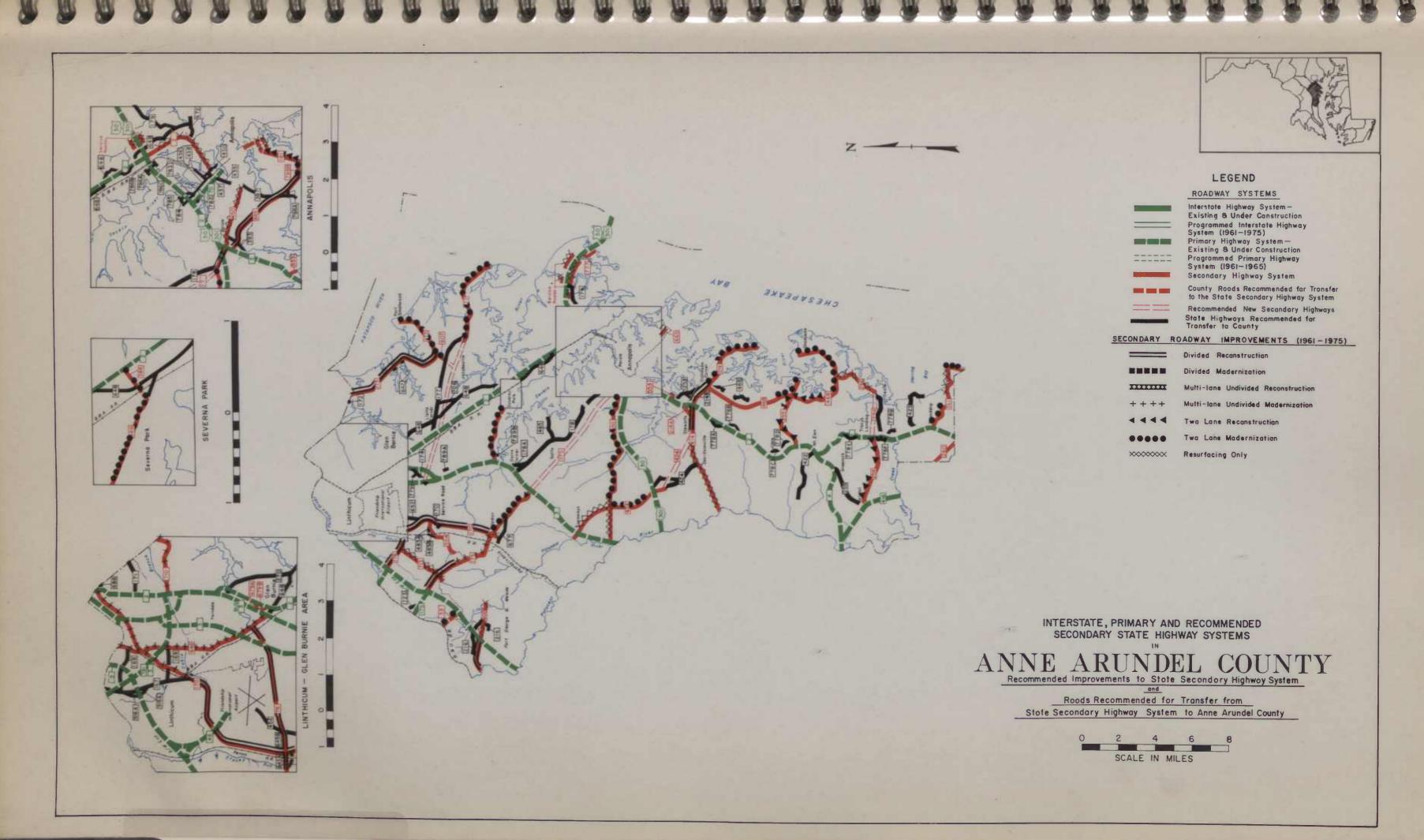
County Roads Recammended far Transfer ta the Stote Secandary Highway System

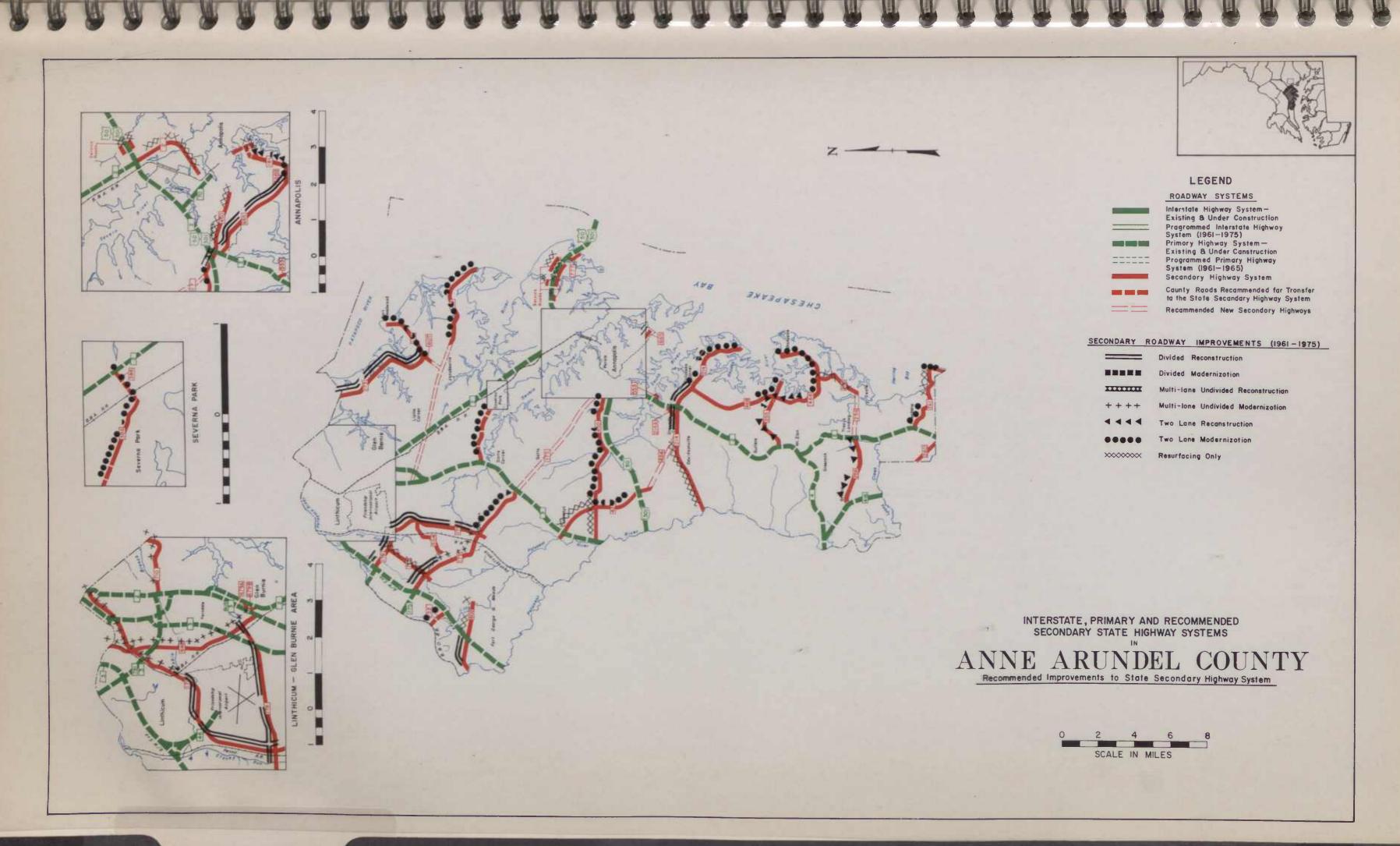
Recammended New Secandary Highways

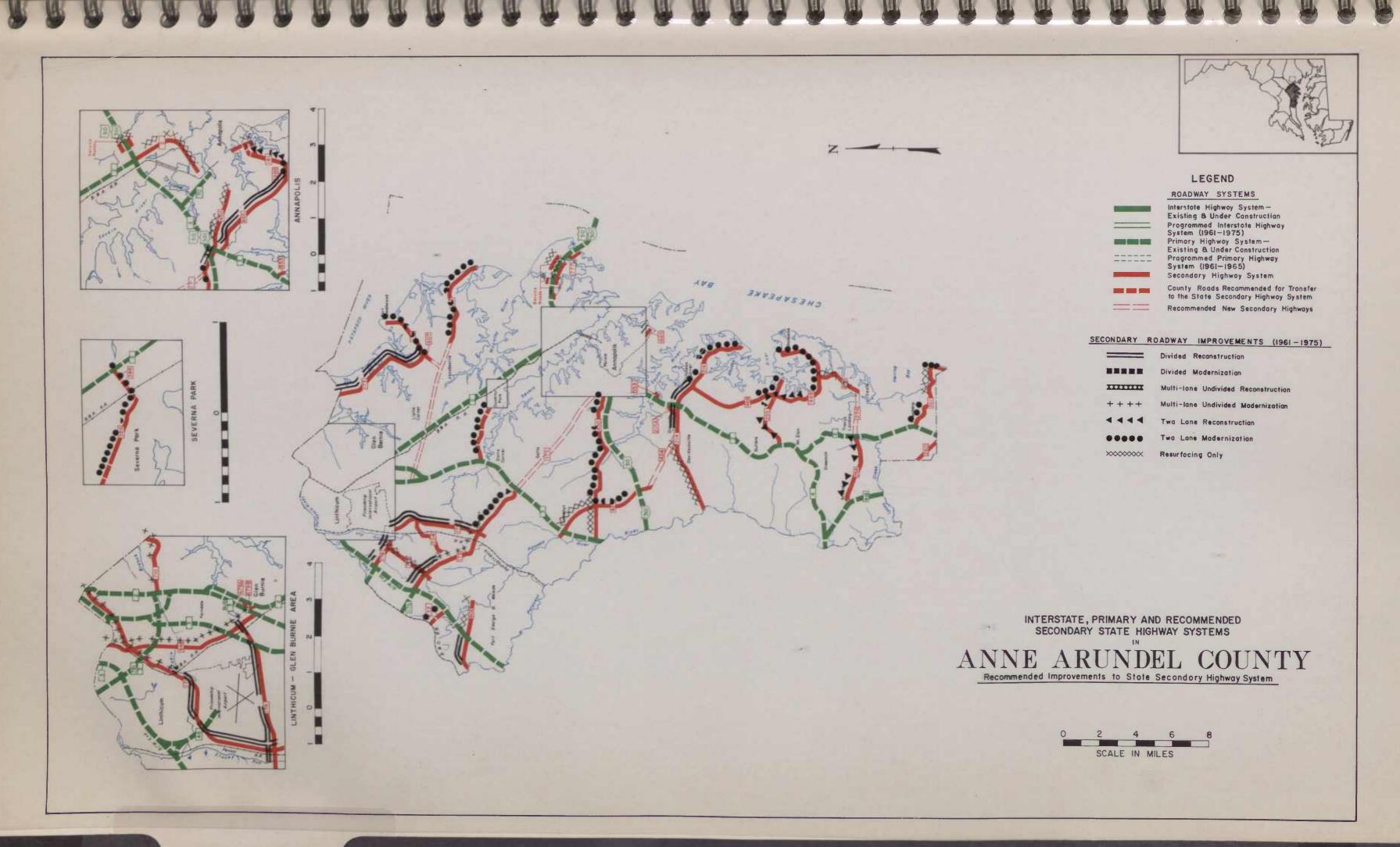
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

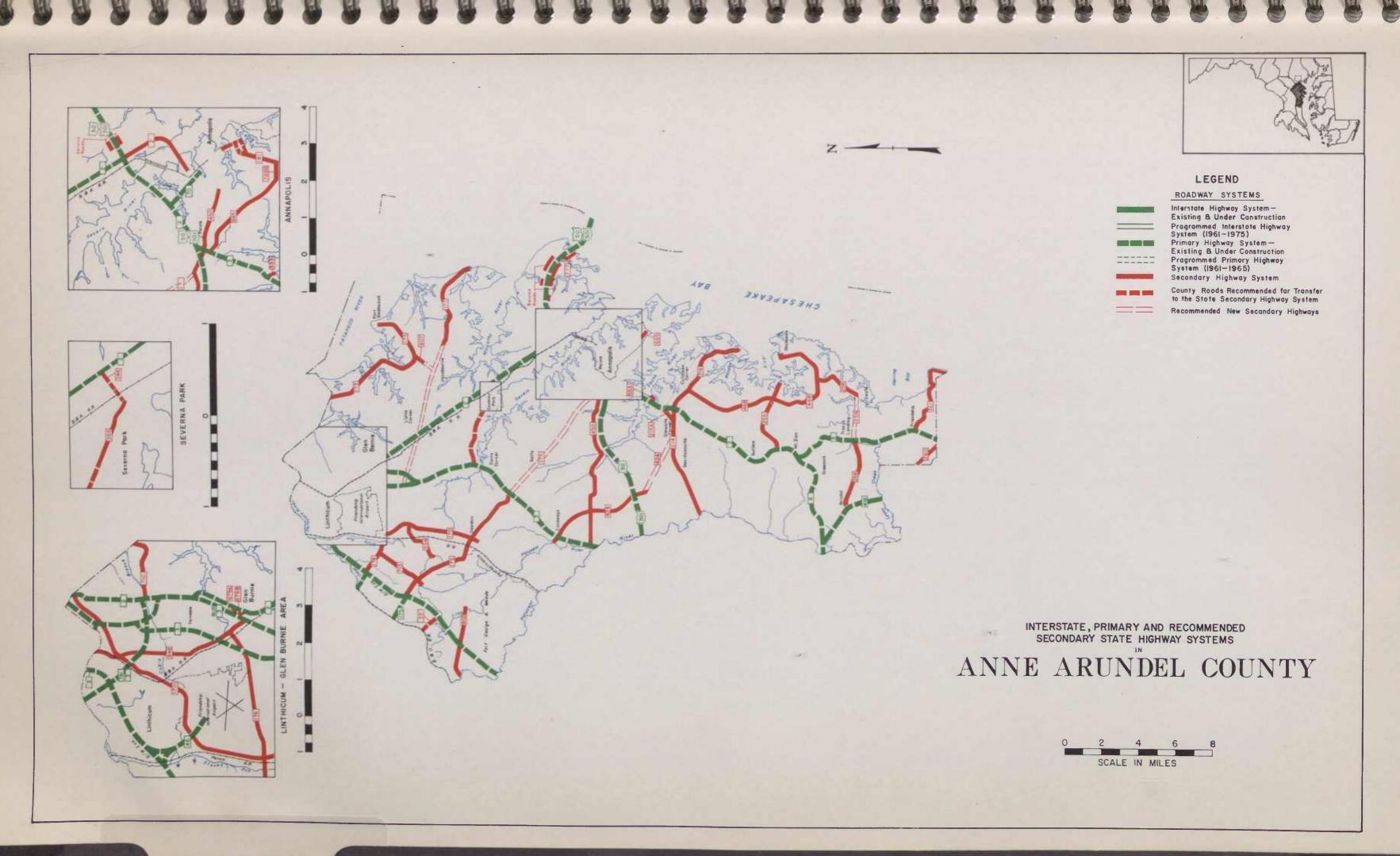
ALLEGANY COUNTY

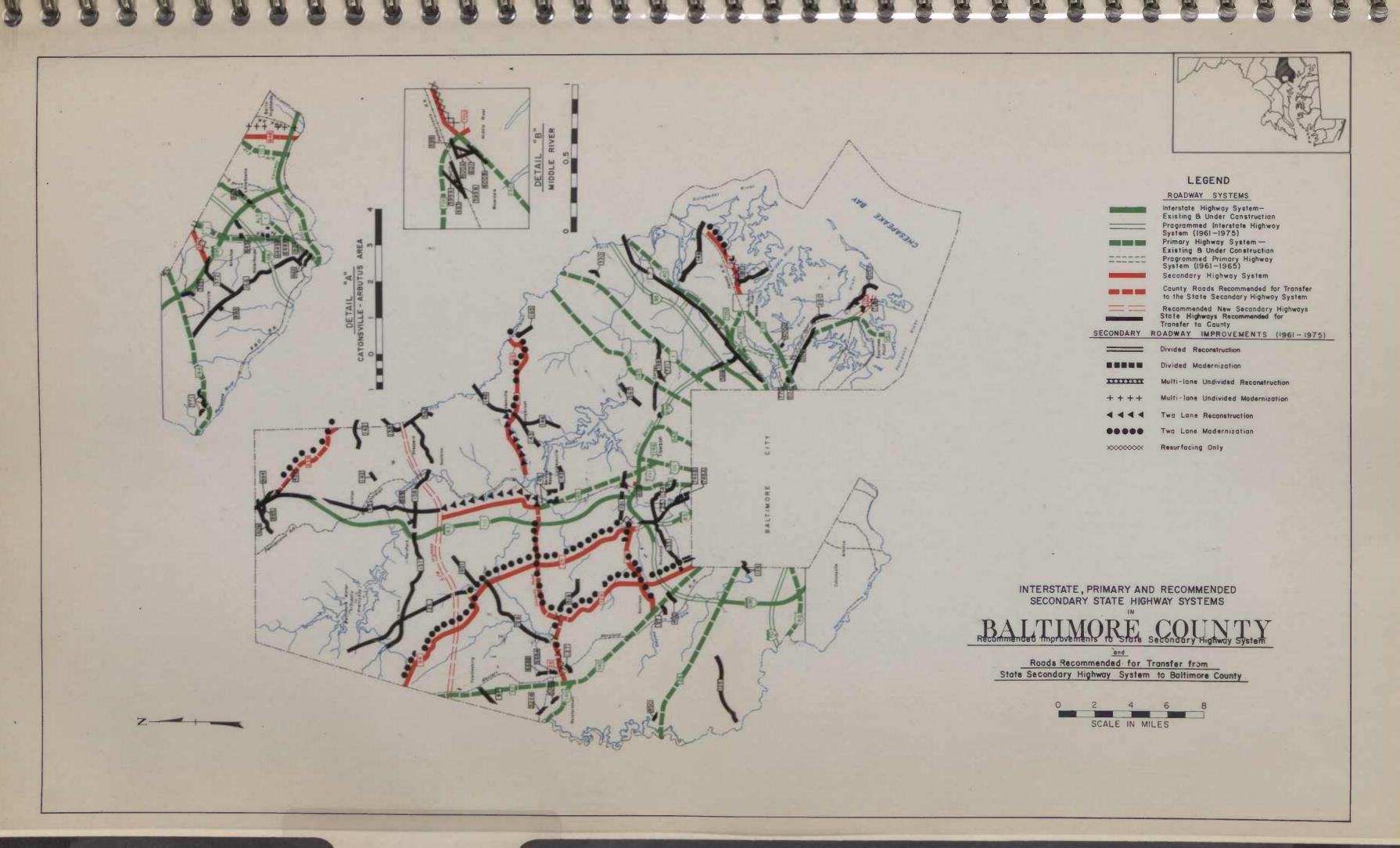


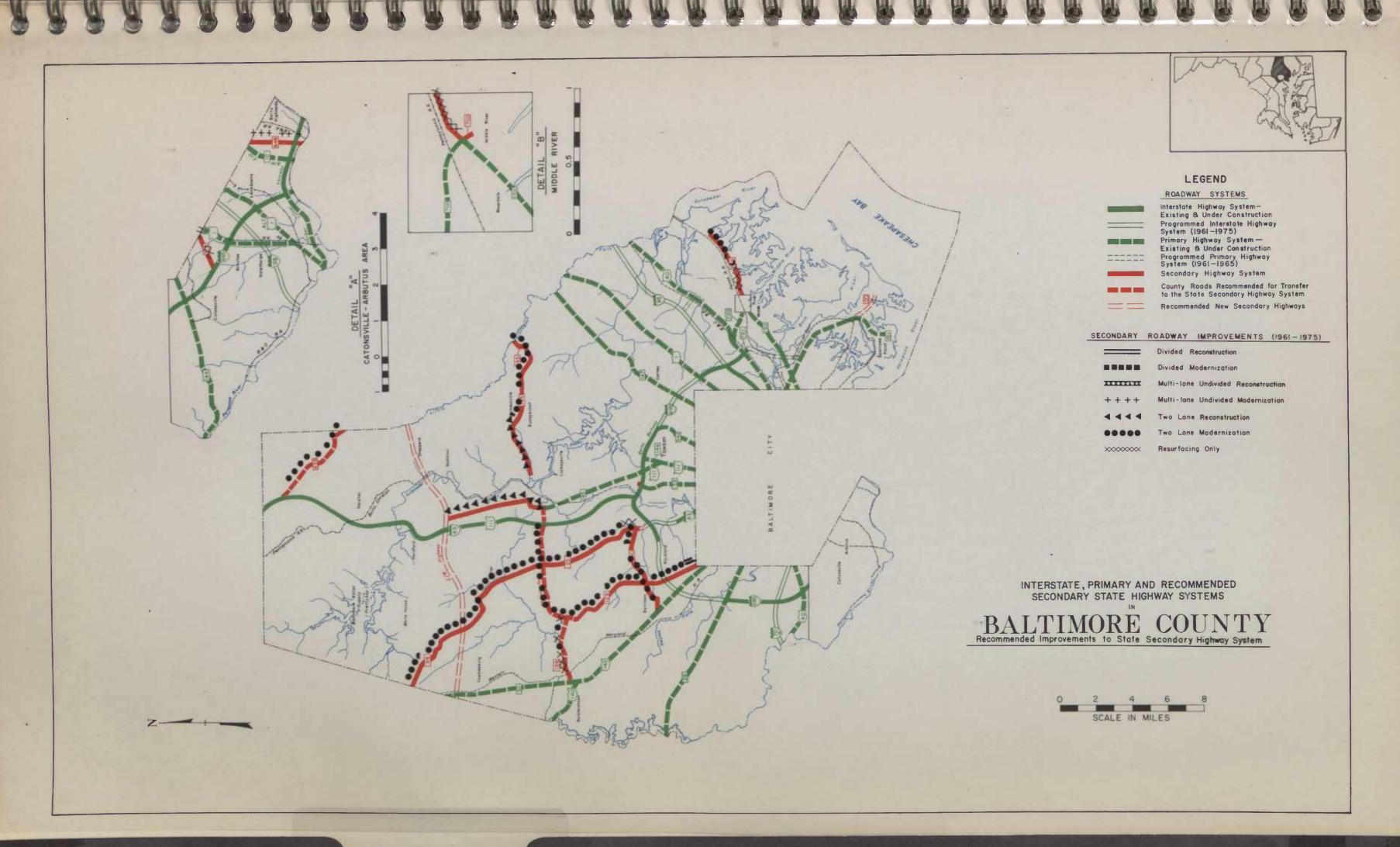


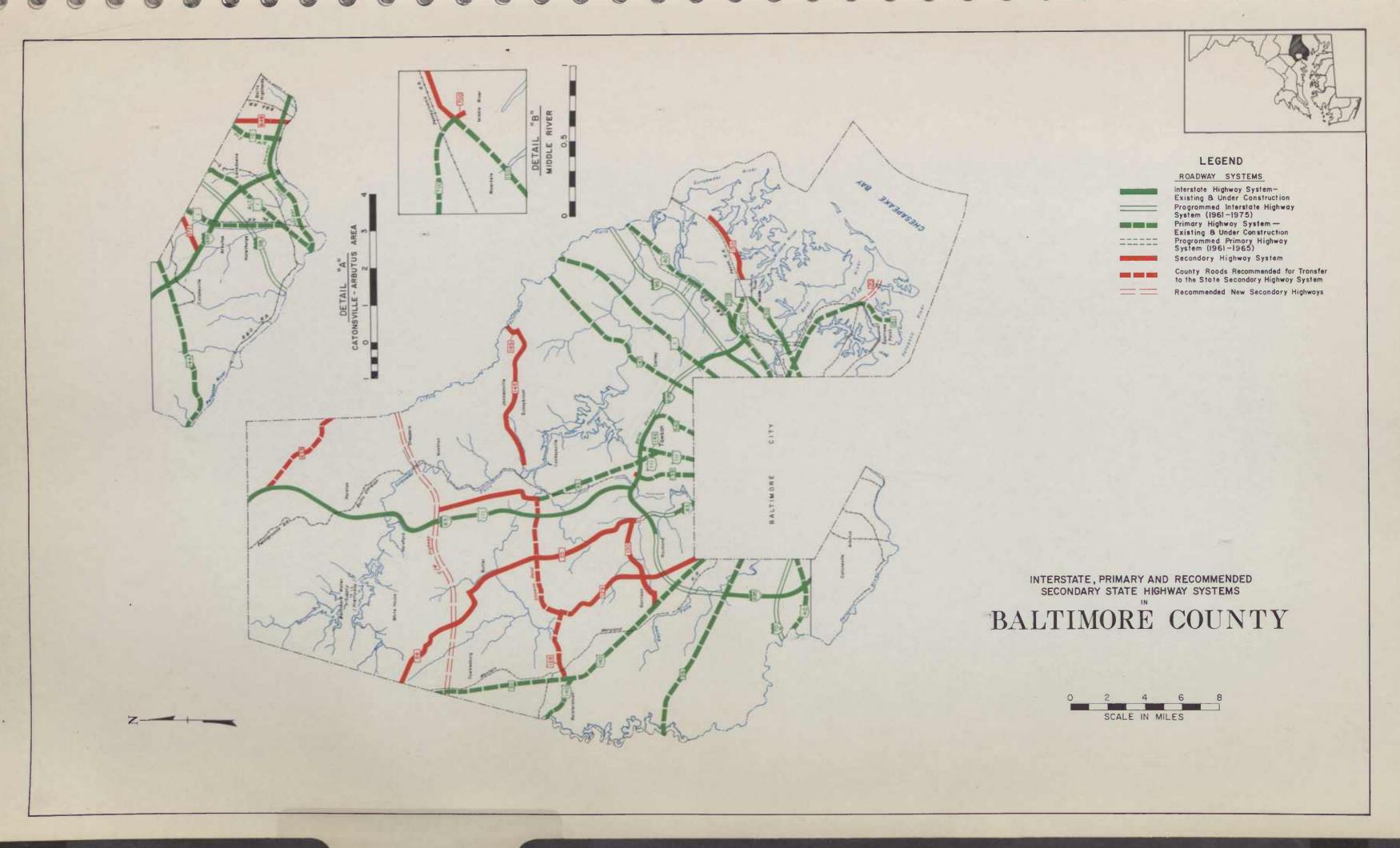


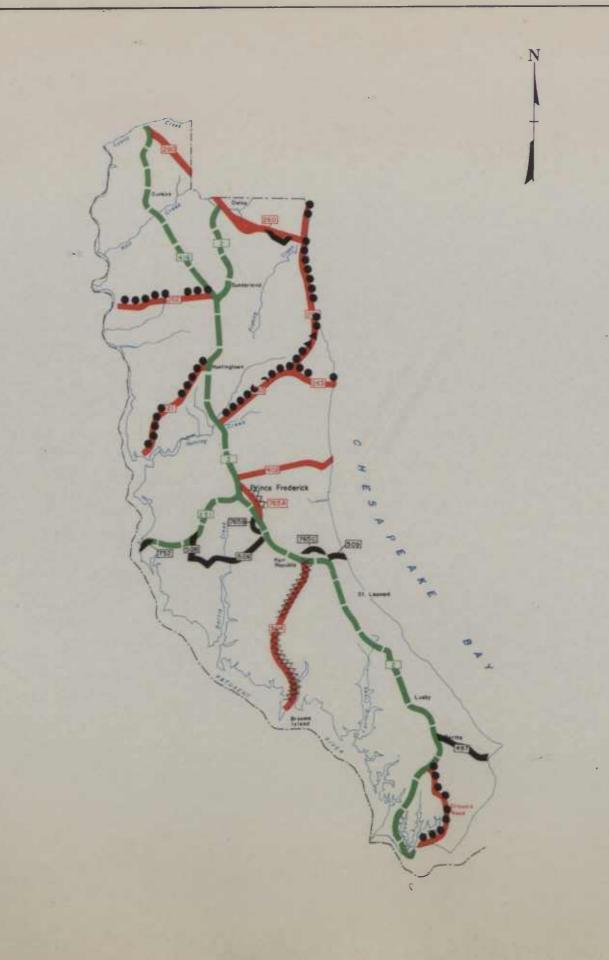


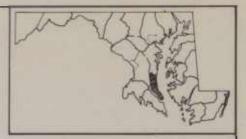












ROADWAY SYSTEMS

hterstate Highway System —
Existing & Under Canstruction
Pragrammed Interstate Highway
System (1961–1975)
Primary Highway System —
Existing & Under Canstruction
Pragrammed Primary Highway
System (1961–1965)
Secondary Highway System Secandary Highway System

Caunty Raads Recammended far Transfer to the State Secandary Highway System Recommended New Secondary Highways State Highway Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Madernization

Multi-lane Undivided Reconstruction

Multi lane Undivided Madernization

◀ ◀ ◀ ■ Two Lane Reconstruction

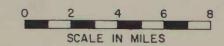
Two Lane Madernization

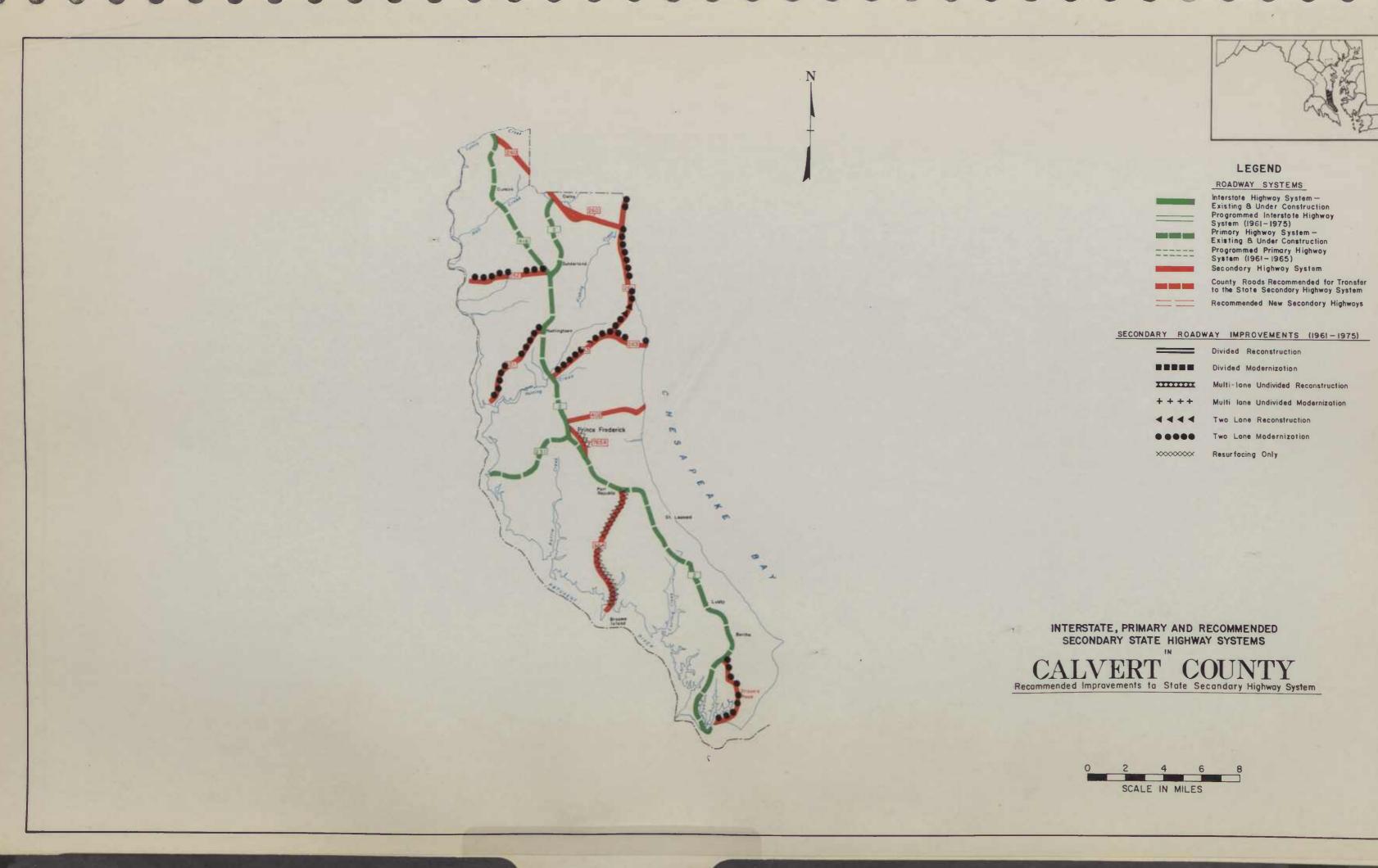
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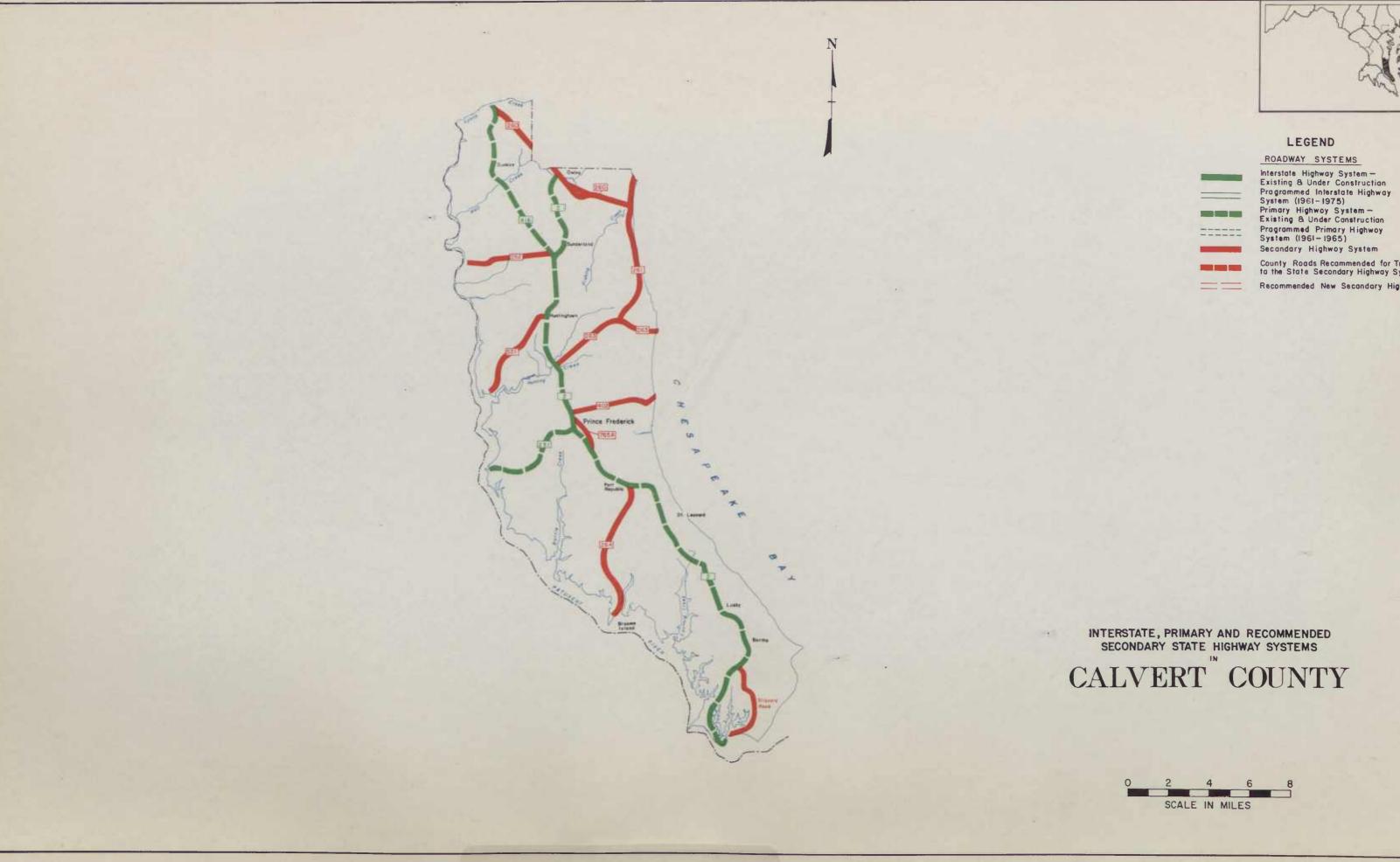
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

CALVERT COUNTY Recommended Improvements to State Secondary Highway System

Roads Recommended for Transfer from Stote Secondary Highway System to Colvert County



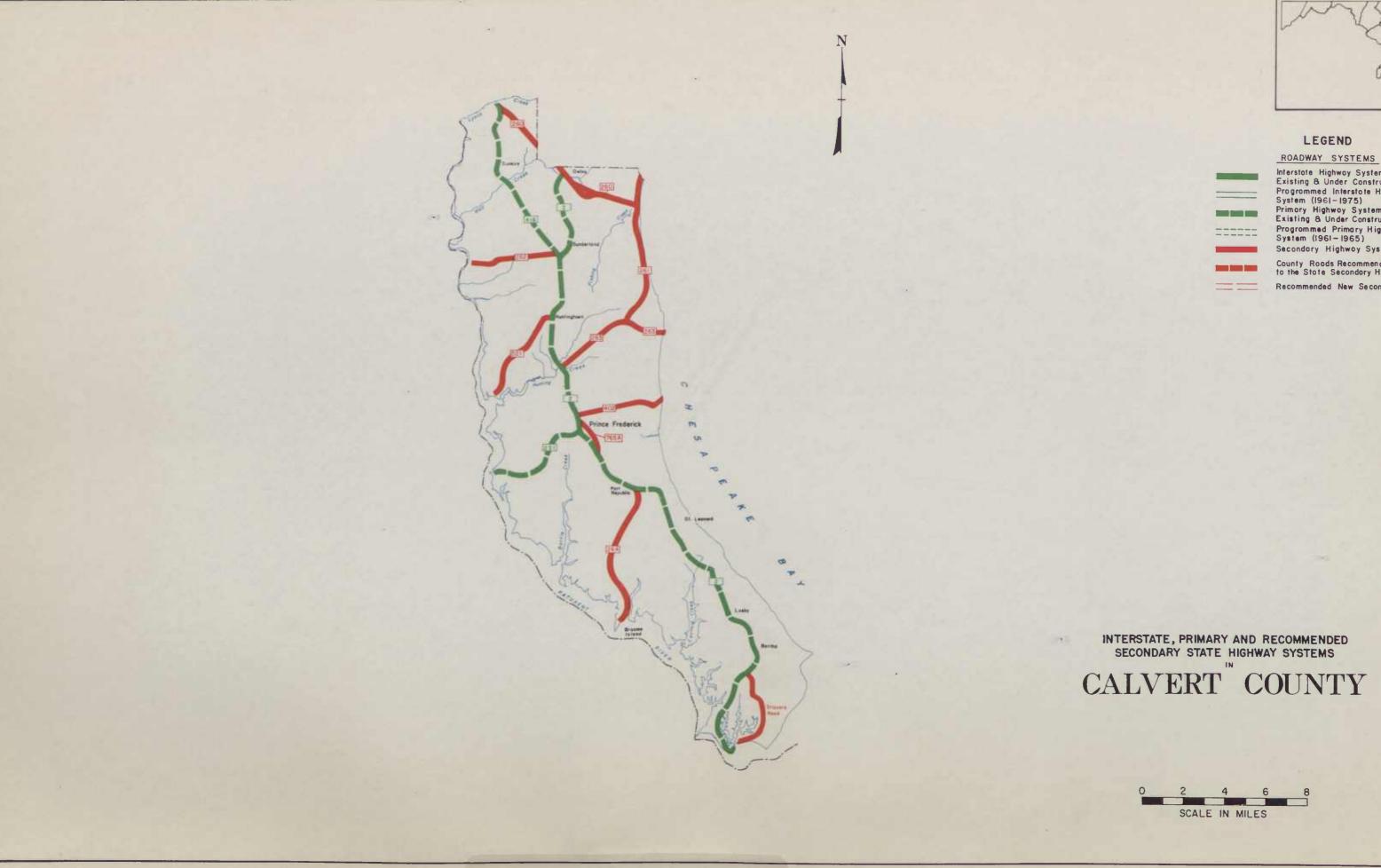






County Roads Recammended for Transfer to the State Secondary Highway System

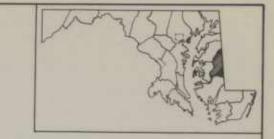
Recommended New Secandary Highways



Interstote Highway System —
Existing & Under Construction
Programmed Interstate Highway
System (1961–1975)
Primory Highway System —
Existing & Under Construction
Programmed Primary Highway
System (1961–1965)
Secondary Highway System Secondory Highwoy System

County Roods Recommended for Tronsfer to the State Secondary Highway System

Recommended New Secondary Highways





ROADWAY SYSTEMS

Interstote Highwoy System –
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Progrommed Interstote Highwoy
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Secondory Highwoy System

County Roods Recommended for Tronsfer to the State Secondary Highway System Recommended New Secondary Highways

Stote Highwoys Recommended for
Tronsfer to County
SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Modernization

Multi-lone Undivided Reconstruction

++++ Multi-lone Undivided Modernization

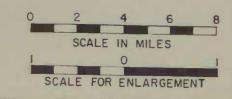
Two Lone Reconstruction
Two Lone Modernization

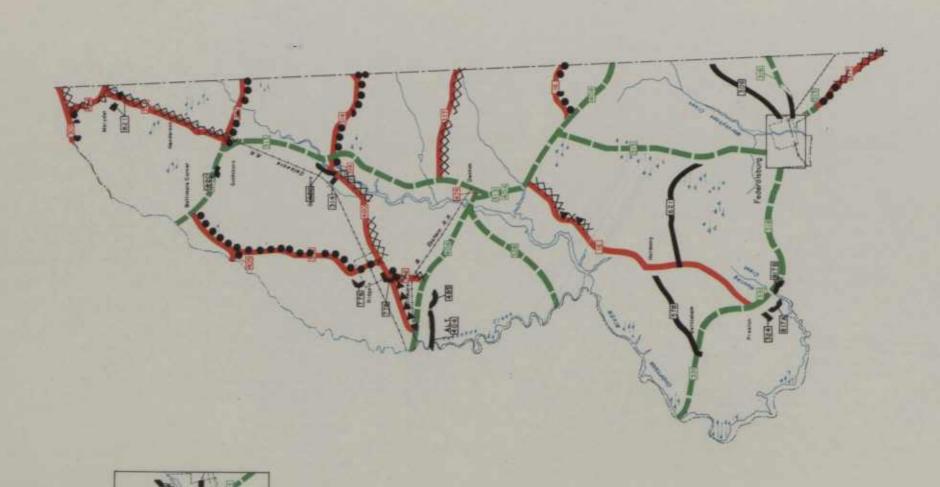
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INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

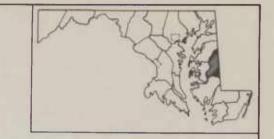
CAROLINE COUNTY
Recommended Improvements to Stote Secondary Highway System

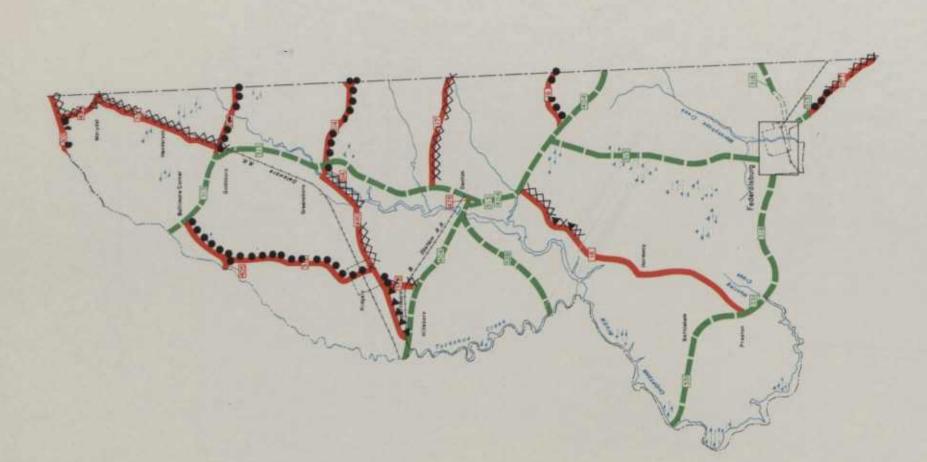
Roads Recommended far Tronsfer from
Stote Secondary Highway System to Coroline County





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LEGEND

ROADWAY SYSTEMS

Interstate Highwoy System –
Existing & Under Construction
Progrommed Interstate Highwoy
System (1961–1975)
Primory Highwoy System —
Existing & Under Construction Programmed Primary Highway System (1961-1965) Secondory Highway System

County Roods Recommended for Tronsfer to the Stote Secondory Highway System

Recommended New Secondory Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Modernization ******* Multi-lone Undivided Reconstruction Multi-lane Undivided Modernization Two Lone Reconstruction

Divided Reconstruction

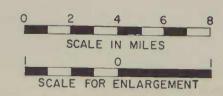
Two Lane Modernization

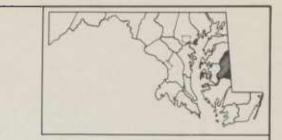
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INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

CAROLINE COUNTY
Recommended Improvements to State Secondary Highway System

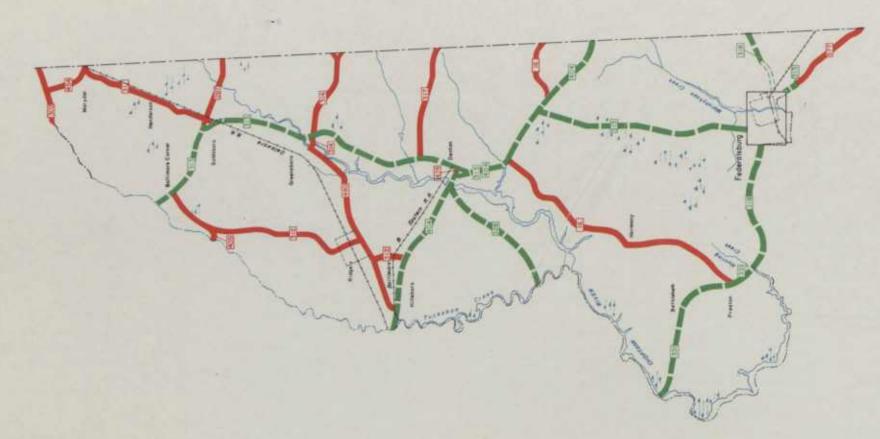




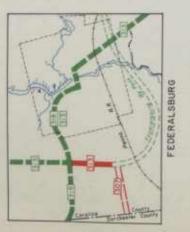
ROADWAY SYSTEMS

Interstate Highway System –
Existing & Under Construction
Programmed Interstate Highway
System (1961–1975)
Primory Highway System —
Existing & Under Construction
Programmed Primary Highway
System (1961–1965)
Secondary Highway System

County Roods Recommended for Transfer to the State Secondary Highway System Recommended New Secondary Highways

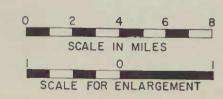


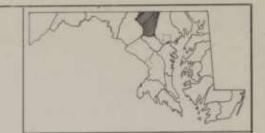
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INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

CAROLINE COUNTY







ROADWAY SYSTEMS_ Interstate Highway System -Existing & Under Construction Pragrammed Interstate Highway System (1961-1975) Primary Highway System — Existing & Under Construction Pragrammed Primary Highway System (1961-1965) Secandary Highway System County Roads Recommended for Transfer to the State Secondary Highway System

State Highways Recommended for Transfer to County SECONDARY ROADWAY IMPROVEMENTS (1961 - 1975)

Recommended New Secondary Highways

Divided Reconstruction Divided Modernization Multi-lane Undivided Reconstruction Multi-lane Undivided Madernization Two Lone Reconstruction

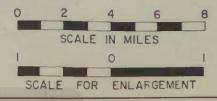
Two Lone Madernization

Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

CARROLL COUNTY Recommended Improvements to State Secondary Highway System

Roads Recommended for Transfer from State Secondary Highwoy System to Corroll County







ROADWAY SYSTEMS

Interstote Highwoy System —
Existing & Under Construction
Progrommed Interstote Highwoy
System (1961–1975)
Primary Highwoy System —
Existing & Under Construction
Progrommed Primary Highwoy
System (1961–1965)
Secondary Highwoy System

County Roods Recommended for Tronsfer to the State Secondary Highway System

Recommended New Secondary Highways

Multi-lone Undivided Modernization

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Modernization

Multi-lone Undivided Reconstruction

◄ ◀ ◀ ■ Two Lone Reconstruction

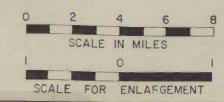
Two Lone Modernization

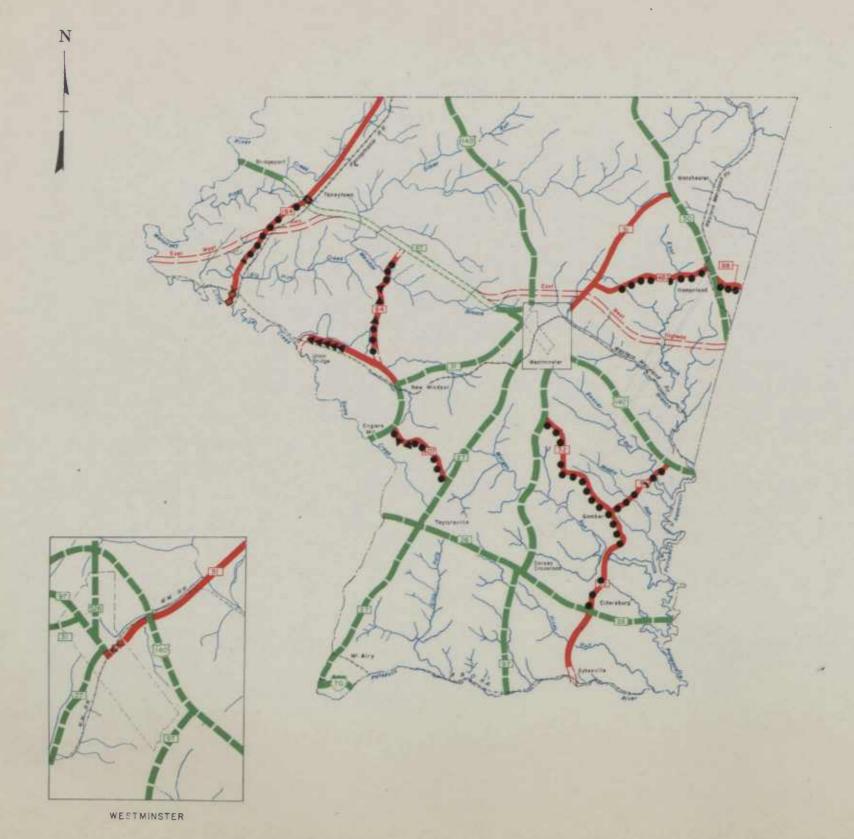
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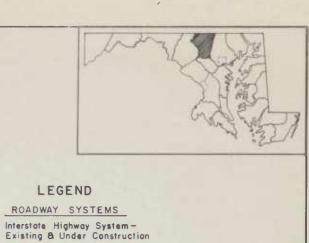
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

CARROLL COUNTY

Recommended Improvements to State Secondary Highway System



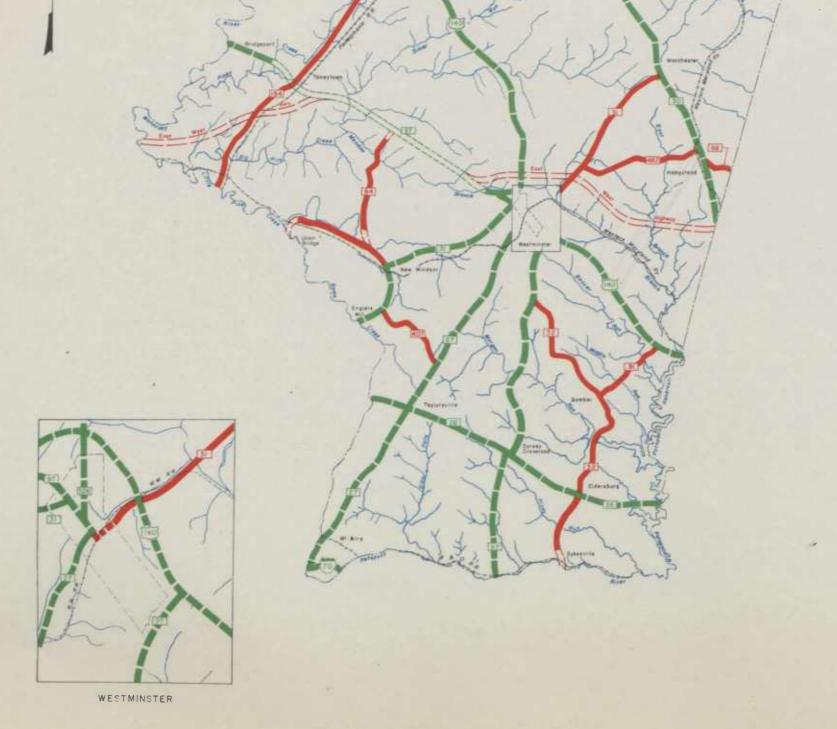






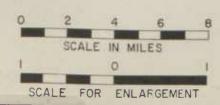
Existing & Under Construction
Pragrammed Interstate Highway
System (1961-1975)
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Existing & Under Construction
Programmed Primary Highway
System (1961-1965)
Secondory Highway System Caunty Roads Recommended far Transfer ta the State Secandary Highway System

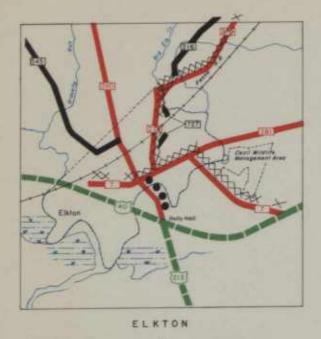
Recammended New Secandary Highways



INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

CARROLL COUNTY

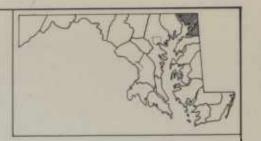




CHESAPEAKE CITY

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ROADWAY SYSTEMS

Interstote Highway System
Existing & Under Canstruction
Progrommed Interstote Highway
System (1961 – 1975)
Primory Highway System —
Existing & Under Construction
Progrommed Primary Highway
System (1961 – 1965)
Secondary Highway System

County Roods Recommended for Transfer to the Stote Secondary Highway System Recommended New Secondary Highways

Recommended New Secondary Highways
State Highway Recommended for
Tronsfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Modernization

Multi-lone Undivided Reconstruction

++++ Multi-lane Undivided Madernization

◀ ◀ ◀ ■ Two Lane Reconstruction

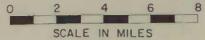
•••• Two Lane Modernization

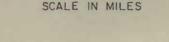
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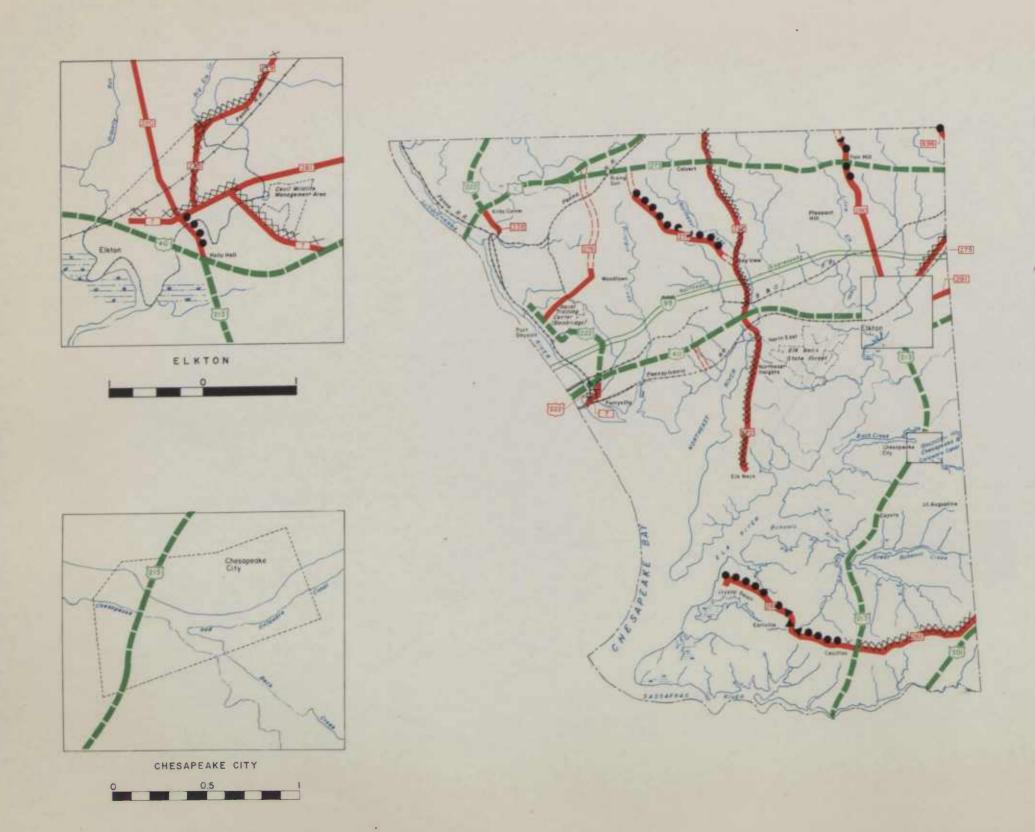
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

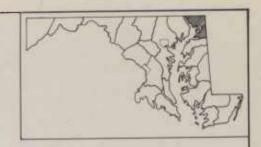
Recammended Impravements to State Secondary Highway System

Raads Recammended far Transfer fram
State Secandary Highway System to Cecil County









ROADWAY SYSTEMS

Interstate Highway System
Existing & Under Construction
Pragrammed Interstate Highway
System (1961 – 1975)
Primary Highway System —
Existing & Under Canstruction
Pragrammed Primory Highway
System (1961 – 1965)
Secandary Highway System
County Raads Recammended far Tronsfer
ta the State Secandary Highway System

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Recammended New Secandory Highways

Divided Reconstruction

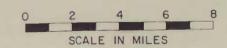
Two Lane Madernization

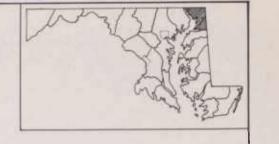
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INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

CECIL COUNTY

Recommended Improvements to State Secondary Highway System





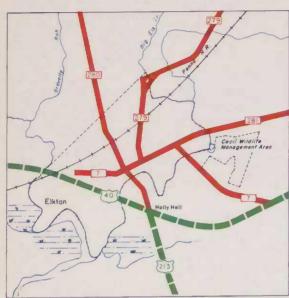
ROADWAY SYSTEMS

Interstate Highwoy System
Existing & Under Canstruction
Progrommed Interstate Highwoy
System (1961 – 1975)
Primory Highwoy System —
Existing & Under Construction
Progrommed Primory Highwoy
System (1961 – 1965)

Secondary Highwoy System

County Roods Recommended for Transfer
to the Stote Secondary Highway System

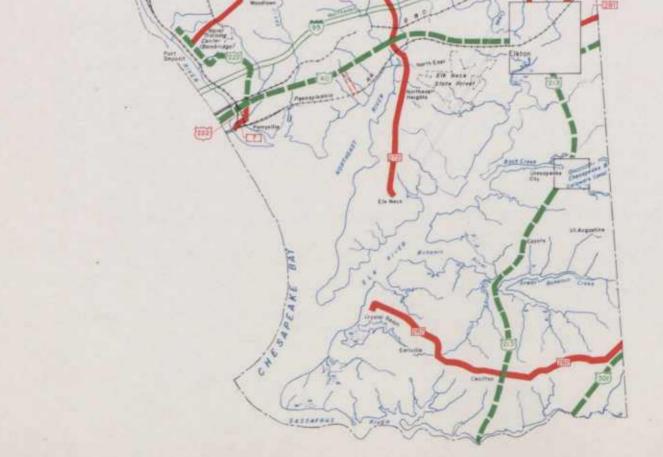
Recommended New Secondary Highways





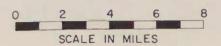
CHESAPEAKE CITY

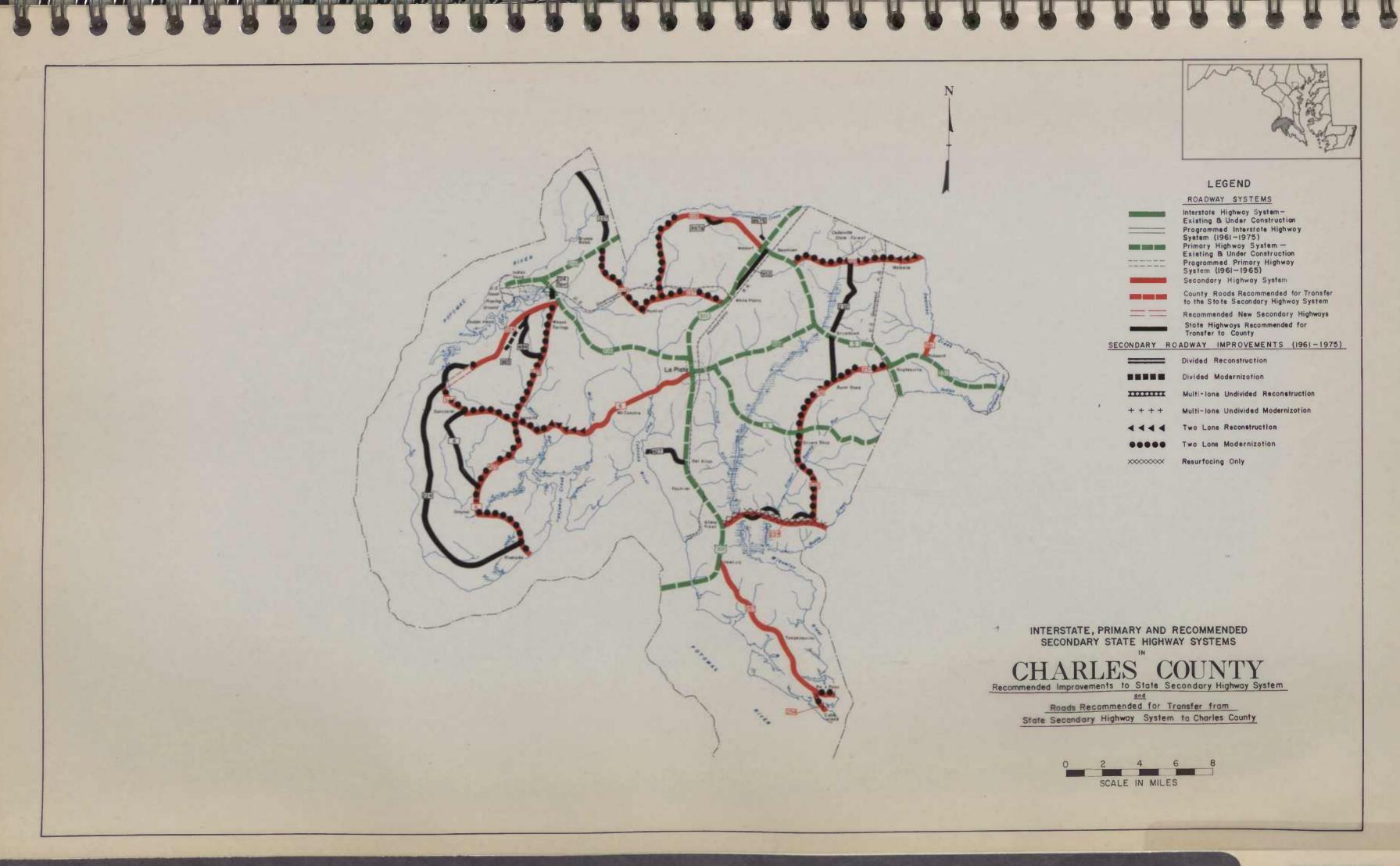
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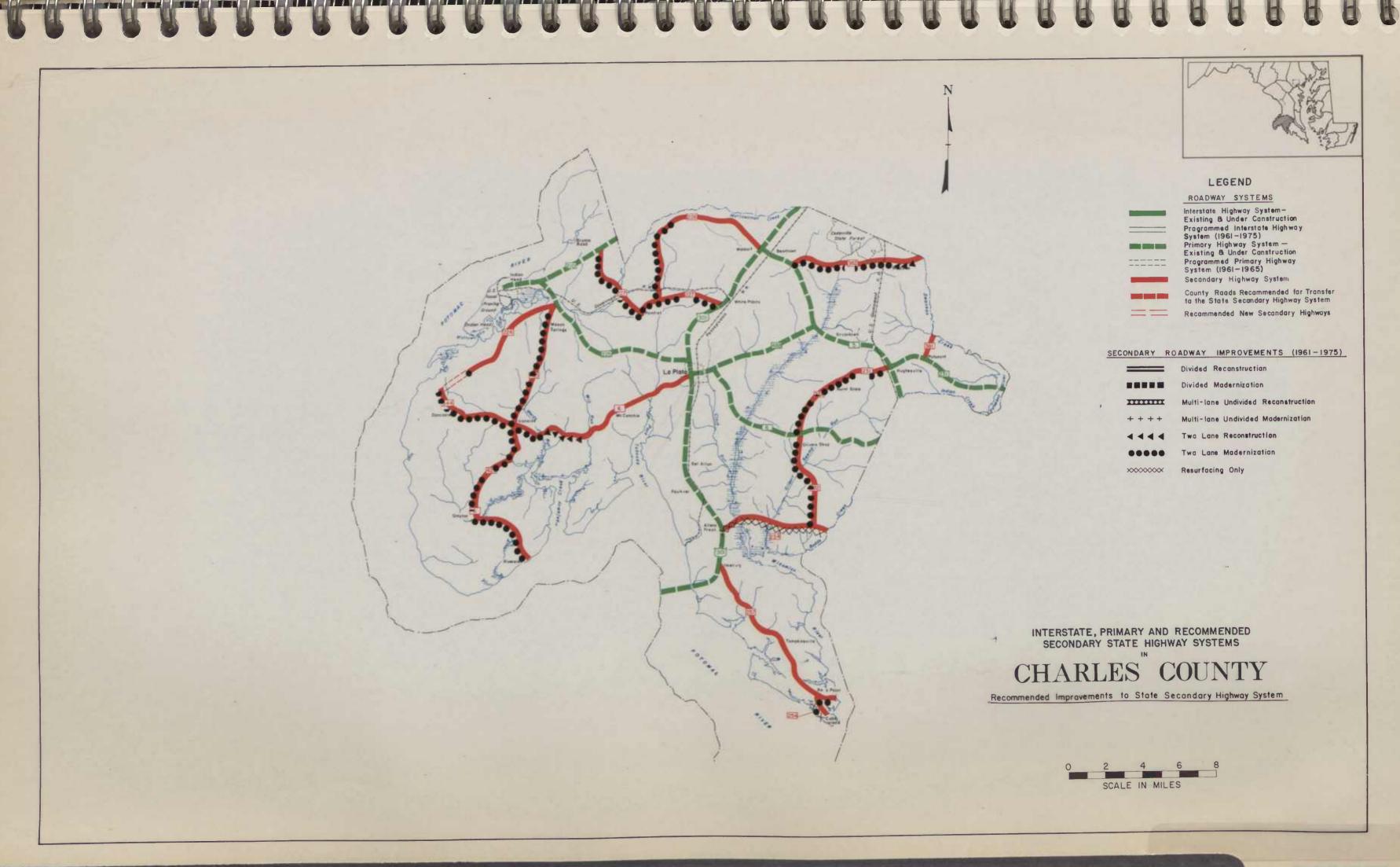


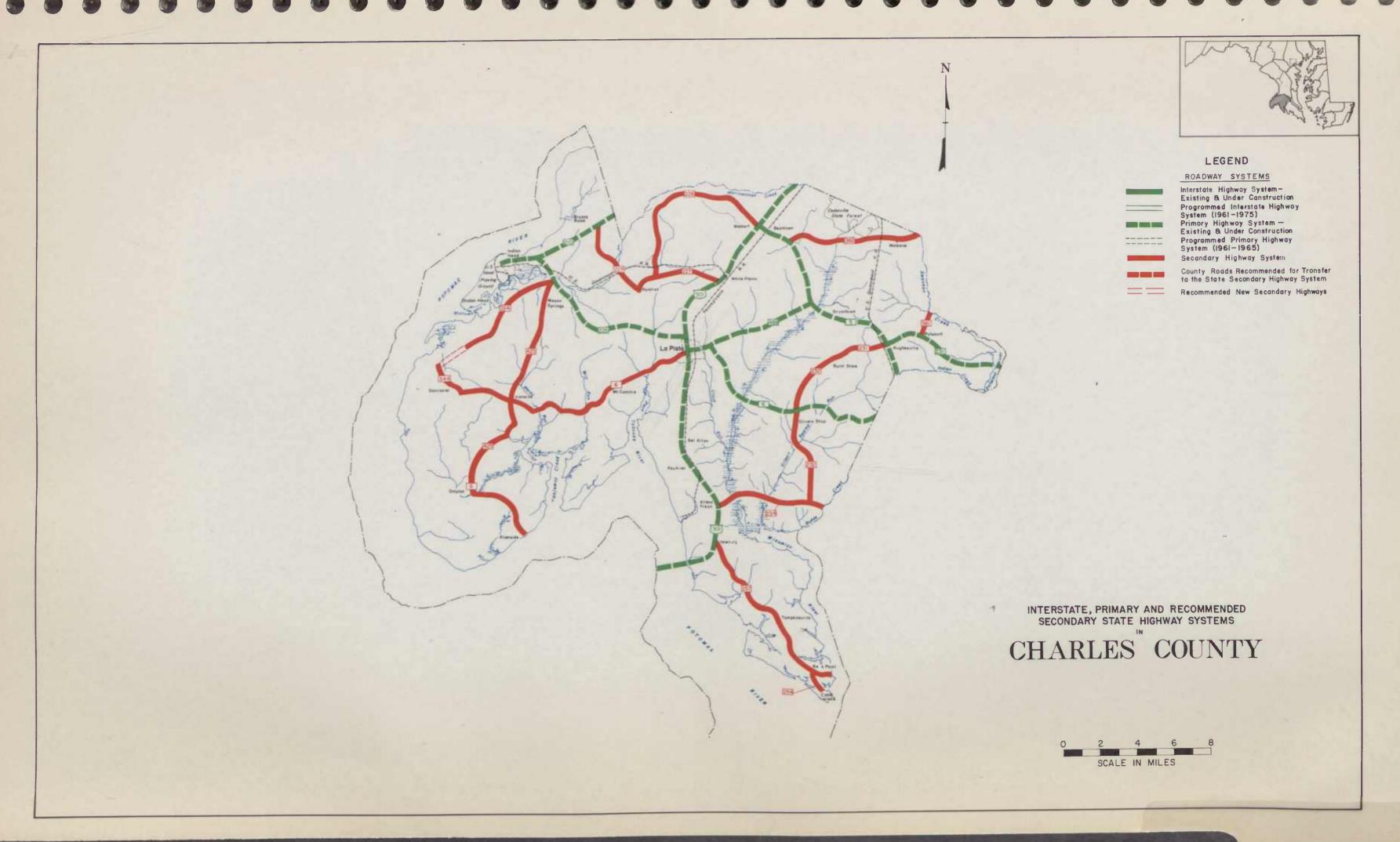
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

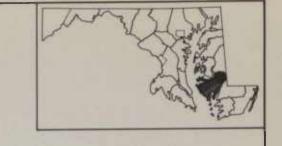
CECIL COUNTY













ROADWAY SYSTEMS

Interstate Highway System —
Existing & Under Construction
Programmed Interstate Highway
System (1961 – 1975)
Primary Highway System —
Existing & Under Construction
Programmed Primary Highway
System (1961 – 1965)
Secondary Highway System

County Raads recammended for transfer to the State Secondary Highway System Recommended New Secondary Highways

State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Modernization

Multi-lane Undivided Reconstruction

++++ Multi-lane Undivided Madernization

◀ ◀ ◀ ■ Twa Lane Reconstruction

•••• Twa Lane Madernization

>>>>>> Resurfacing Only

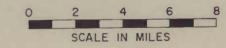
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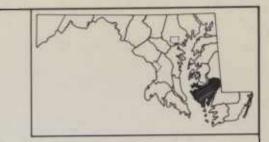
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

DORCHESTER COUNTY

Recommended Improvements to State Secondary Highway System

Roads Recommended for Transfer from
State Secondary Highway System to Dorchester County





ROADWAY SYSTEMS

Interstate Highway System — Existing & Under Canetruction Pragrammed Interstate Highway System (1961–1975) Primary Highway System — Existing & Under Construction Pragrammed Primary Highway System (1961-1965) Secondary Highway System

County Roade recommended for transfer to the State Secondary Highway System

Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Madernization

TABBLES SOURS.

Multi-lane Undivided Reconstruction

Multi-lane Undivided Madernization

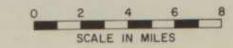
◀ ◀ ◀ ■ Two Lane Reconstruction

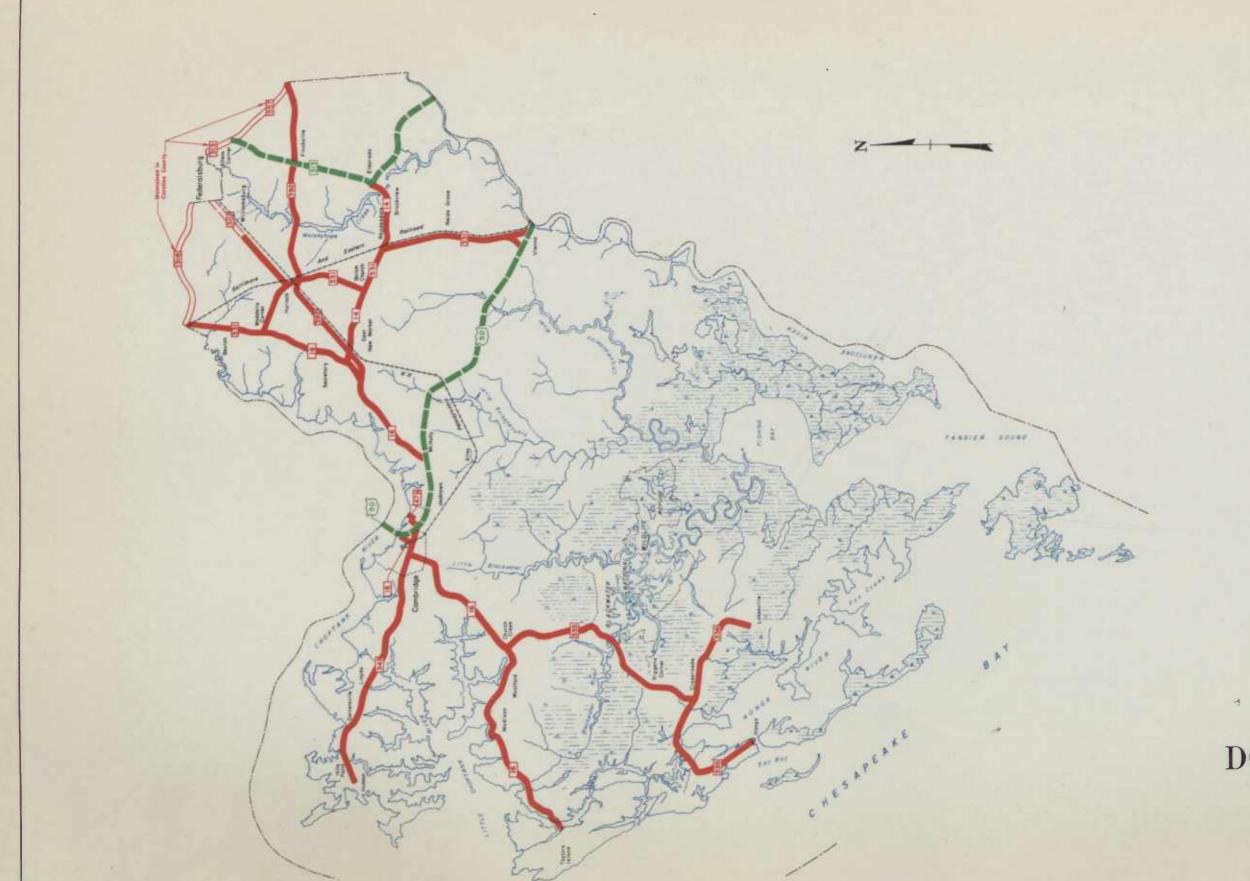
Two Lane Madernization

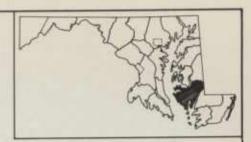
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INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

Recommended Improvements to State Secondary Highway System







ROADWAY SYSTEMS

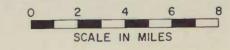
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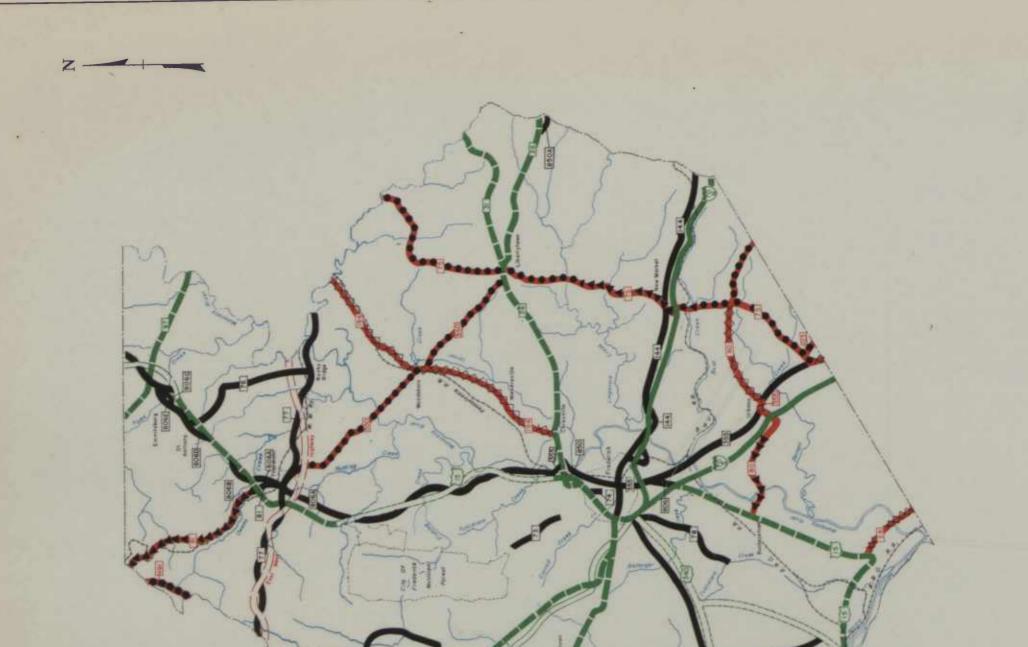
County Roads recommended for tronsfer to the State Secondary Highway System

Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

DORCHESTER COUNTY







ROADWAY SYSTEMS

Interstate Highway System— Existing 8 Under Canstruction Pragrammed Interstate Highway System (1961—1975) Primary Highway System— Existing 8 Under Construction Pragrammed Primary Highway System (1961—1965) Secandary Highway System

Caunty Raads Recammended far Transfer ta the State Secandary Highway System Recammended New Secandary Highways

State Highways Recommended for Transfer to County
SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Madernization

Multi-lane Undivided Reconstruction

++++ Multi-lane Undivided Madernization

◀ ◀ ◀ Twa Lane Reconstruction

Twa Lane Madernization

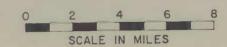
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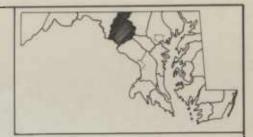
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

FREDERICK COUNTY

Recommended Improvements to State Secondary Highway System

Roods Recommended for Tronsfer from
Stote Secondary Highway System to Frederick County





ROADWAY SYSTEMS

Interstate Highway System—
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Secondary Highway System

County Raads Recammended far Tronsfer to the State Secandary Highway System

Recammended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Modernization

Multi-lane Undivided Reconstruction

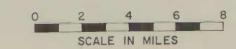
++++ Multi-lane Undivided Modernization

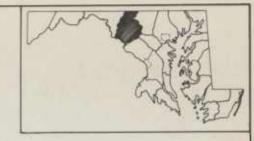
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INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

FREDERICK COUNTY

Recommended Improvements to State Secondary Highway System





ROADWAY SYSTEMS

Interstate Highway System—
Existing & Under Construction
Programmed Interstate Highway
System (1961–1975)
Primary Highway System—
Existing & Under Canstruction
Programmed Primary Highway
System (1961–1965)
Secandary Highway System

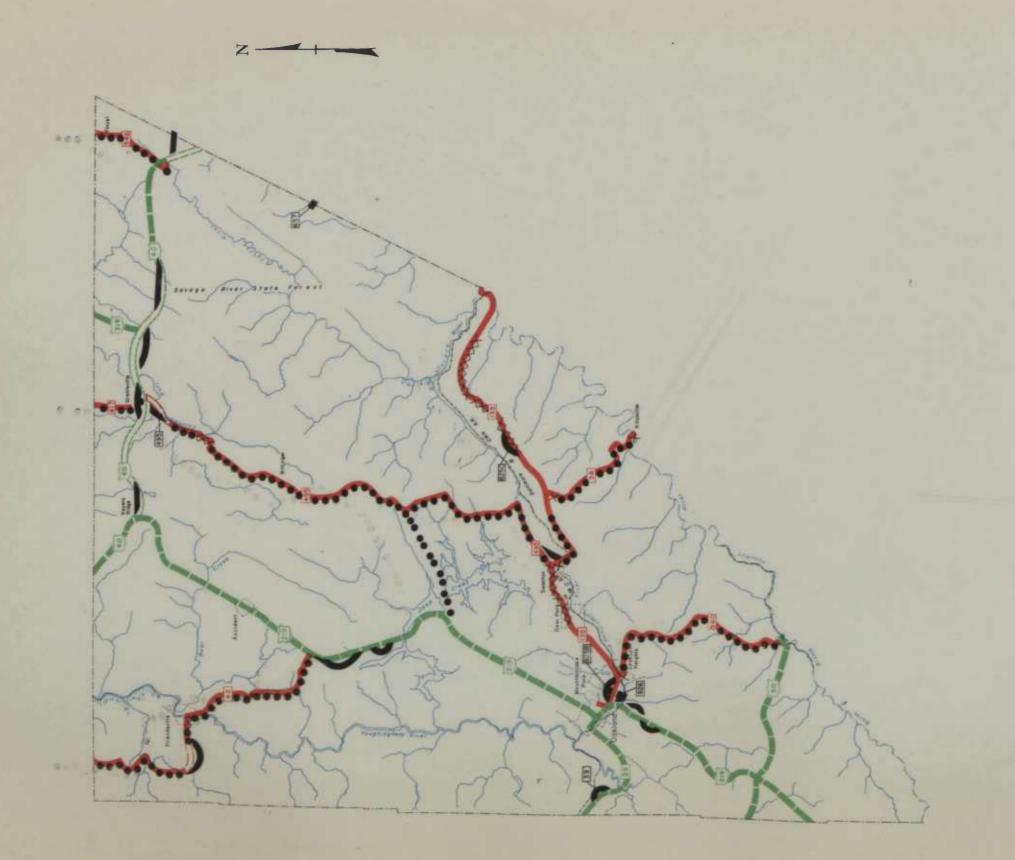
County Raads Recommended far Tronsfer ta the State Secandory Highway System

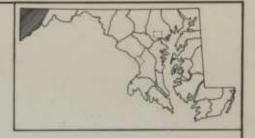
Recommended New Secandary Highways

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

FREDERICK COUNTY







ROADWAY SYSTEMS

Interstote Highwoy System –
Existing & Under Construction
Progrommed Interstote Highwoy
System (1961—1975)
Primary Highway System —
Existing & Under Construction
Progrommed Primary Highwoy
System (1961—1965)
Secondary Highwoy System

Caunty Roods Recommended for Transfer to the State Secondary Highway System Recommended New Secondary Highways State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Modernization

Multi-lone Undivided Reconstruction

+ + + + Multi-lone Undivided Modernization

◀ ◀ ◀ ■ Twa Lane Reconstruction

wo Lone, Modernization

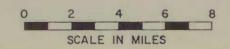
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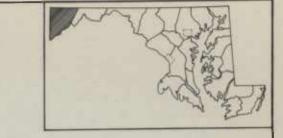
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

GARRETT COUNTY

Recommended Improvements to State Secondary Highway System

Roads Recommended for Transfer from
State Secondary Highway System, to Garrett County





ROADWAY SYSTEMS

Interstate Highway System –
Existing & Under Canstruction
Pragrammed Interstate Highway
System (1961–1975)
Primary Highway System —
Existing & Under Canstruction
Pragrammed Primary Highway
System (1961–1965)
Secandary Highway System

Caunty Raads Recammended far Transfer ta the State Secandary Highway System Recammended New Secandary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Madernization

Marki Assa Hadinidad Daggari

Multi-lane Undivided Reconstruction

++++ Multi-lane Undivided Madernization

Twa Lane Reconstruction

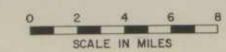
Twa Lane Madernization

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INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

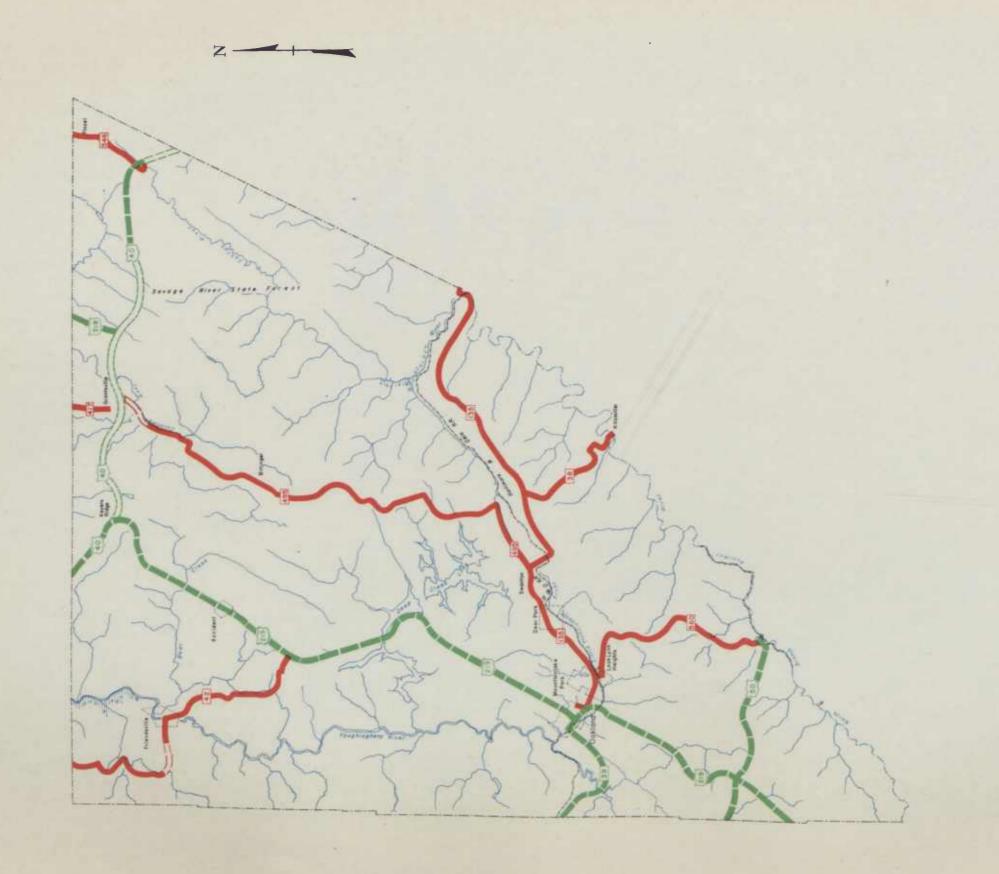
GARRETT COUNTY

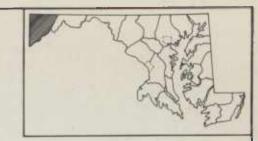
Recommended Improvements to State Secondary Highway System



405

some fame some in all





ROADWAY SYSTEMS

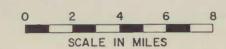
Interstote Highwoy System Existing & Under Construction
Progrommed Interstote Highwoy
System (1961-1975)
Primary Highwoy System Existing & Under Construction
Progrommed Primory Highwoy
System (1961-1965)
Secondary Highwoy System

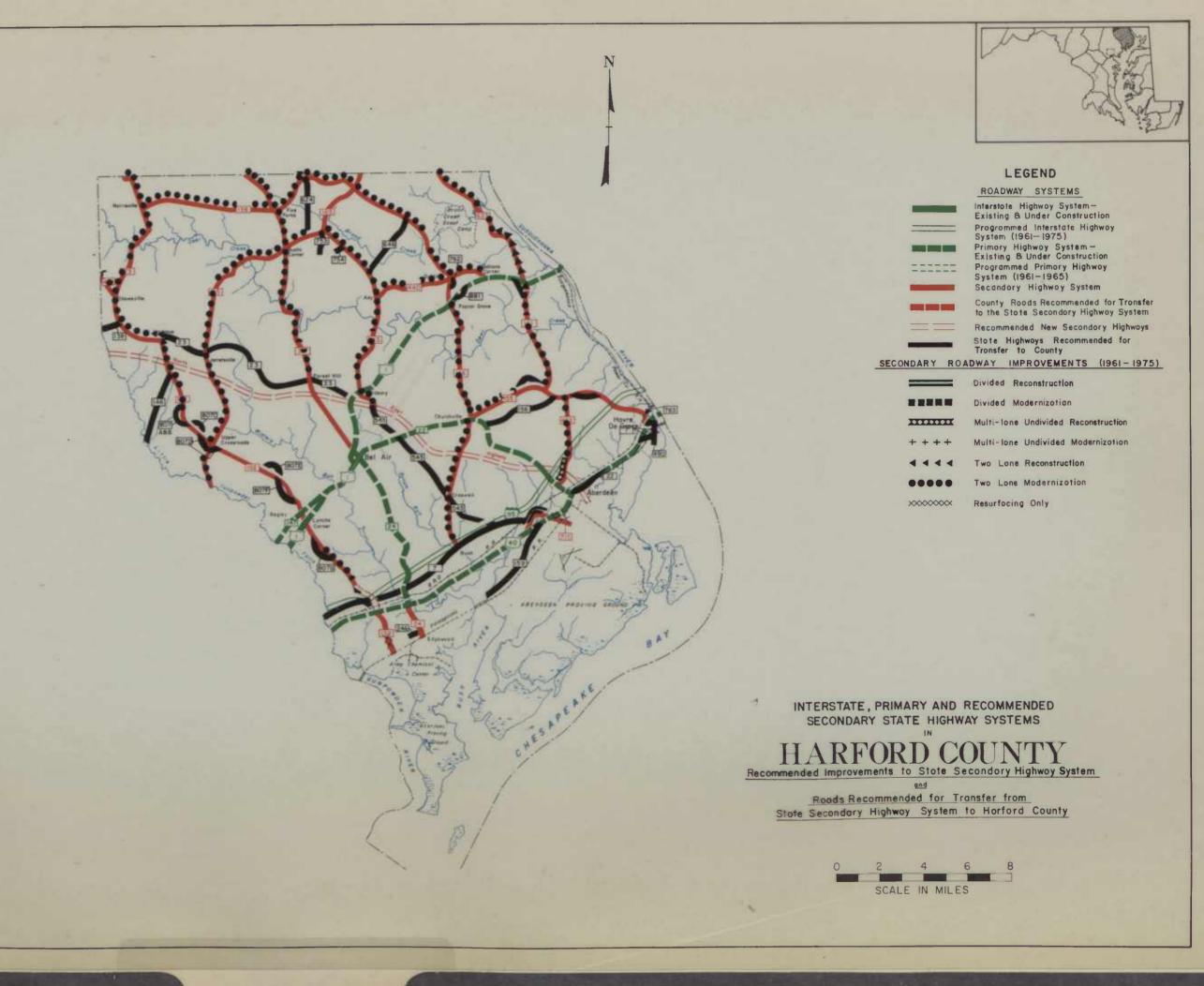
County Roods Recammended for Transfer to the State Secondary Highway System

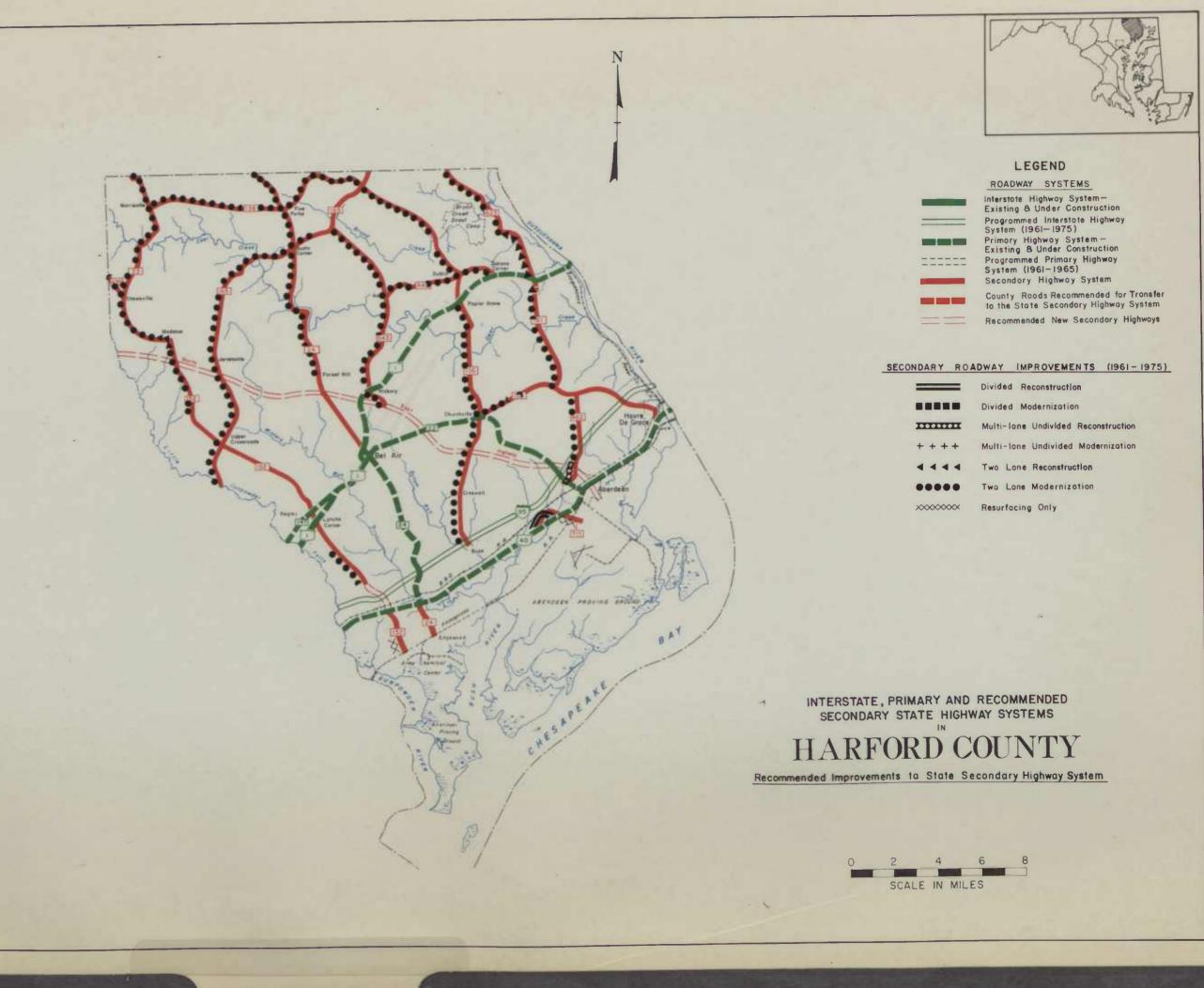
Recommended New Secandary Highways

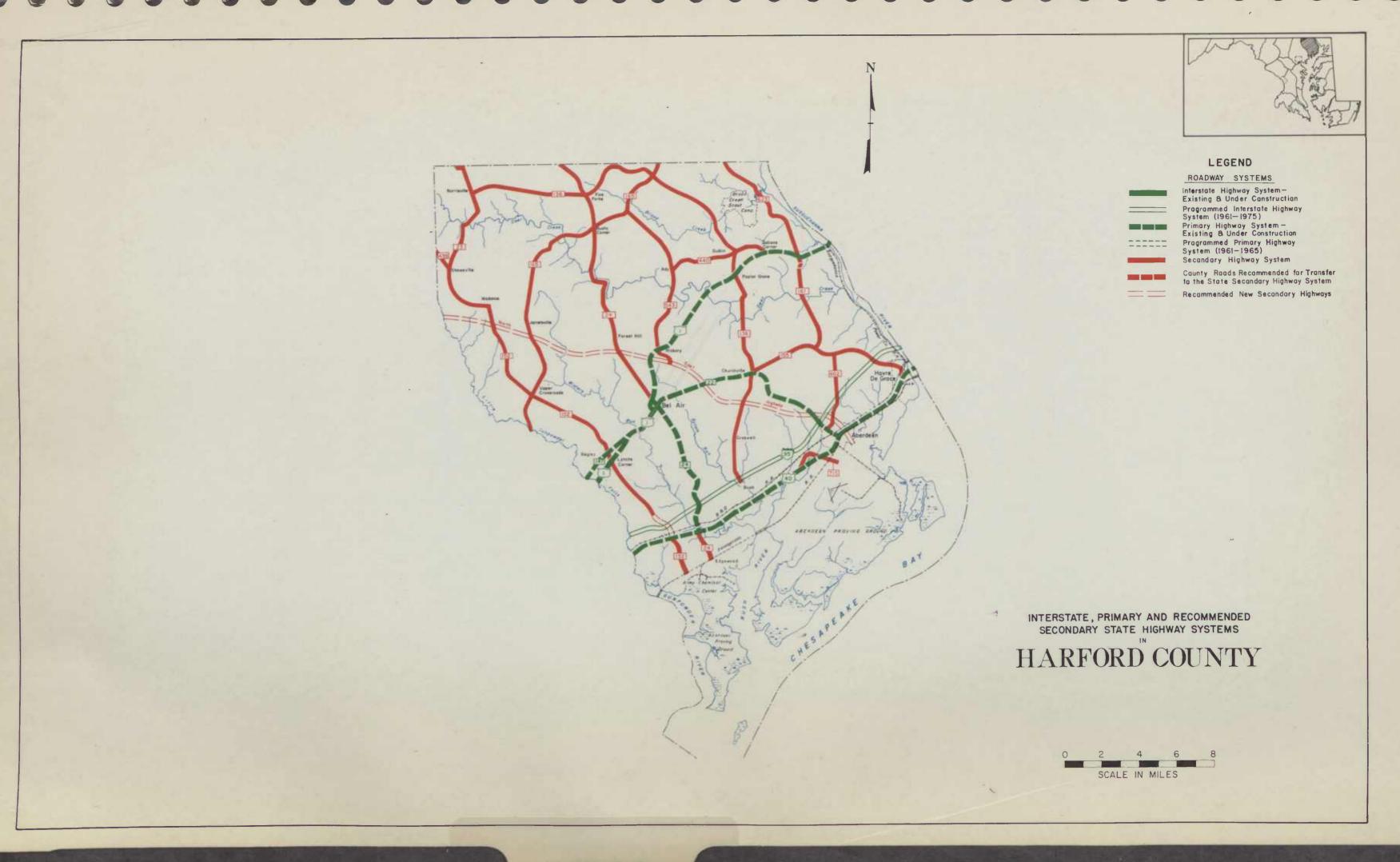
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

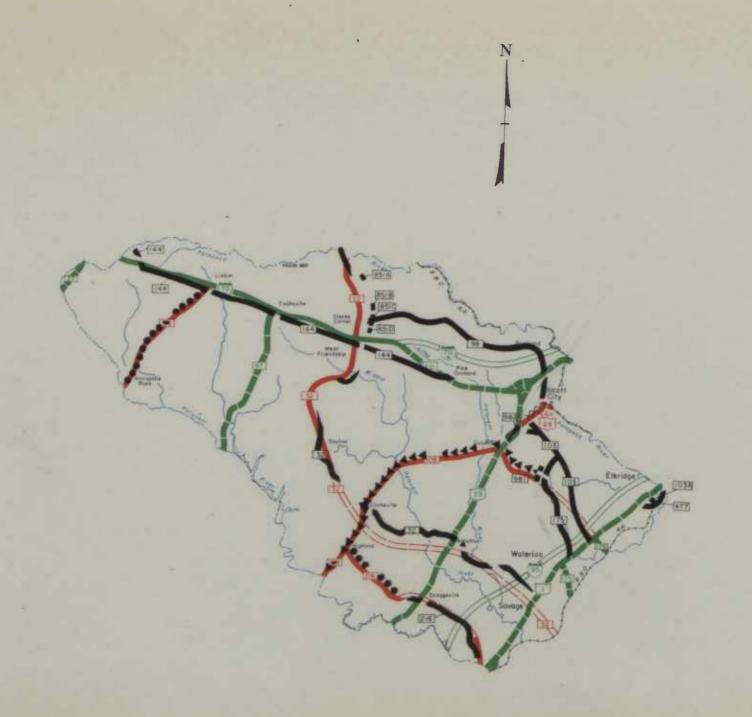
GARRETT COUNTY

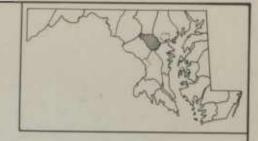












ROADWAY SYSTEMS

Interstate Highway System – Existing & Under Construction Progrommed Interstate Highway System (1961 - 1975) Primary Highway System — Existing & Under Construction Programmed Primary Highway System (1961-1965) Secondory Highway System

County Roads Recammended far Transfer to the State Secondary Highway System

Recommended New Secondary Highways State Highwoys Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Modernization

2000000 Multi-lane Undivided Reconstruction

++++ Multi-lane Undivided Modernization

◀ ◀ ◀ ■ Two Lane Reconstruction

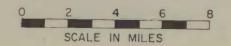
Two Lane Modernization

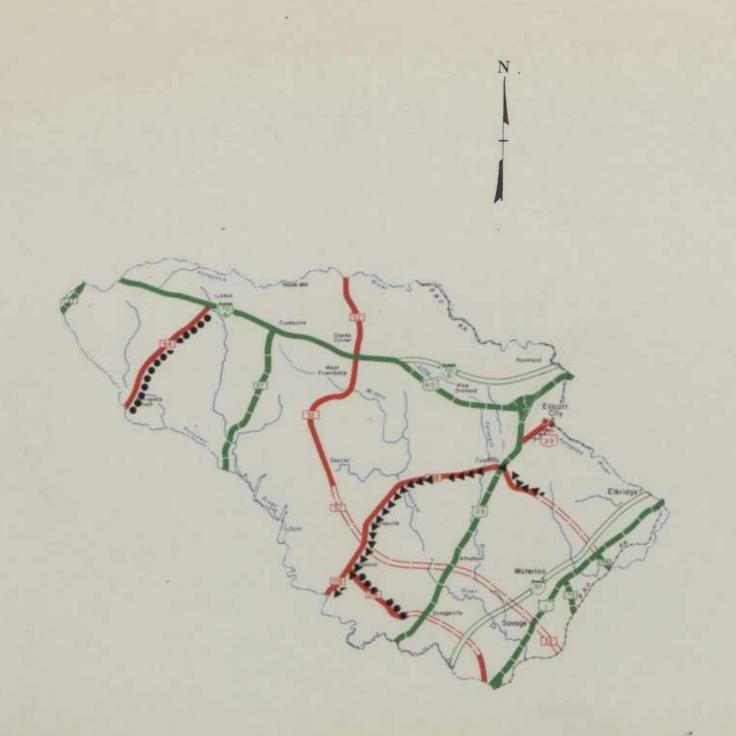
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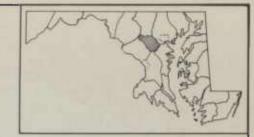
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

HOWARD COUNTY Recammended Improvements to State Secondary Highway System

Roads Recommended for Tronsfer from State Secandary Highway System to Howard County







RDADWAY SYSTEMS

Interstote Highwoy System —
Existing & Under Construction
Pragrommed Interstote Highwoy
System (1961-1975)
Primary Highwoy System —
Existing & Under Construction
Programmed Primary Highway
System (1961-1965)
Secondary Highwoy System
County Roods Recommended for Transfer
to the State Secondary Highways
Recommended New Secondary Highways

SECONDARY RDADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Modernization

Multi-lane Undivided Reconstruction

+ + + + Multi-lane Undivided Modernization

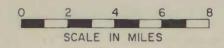
Two Lane Reconstruction

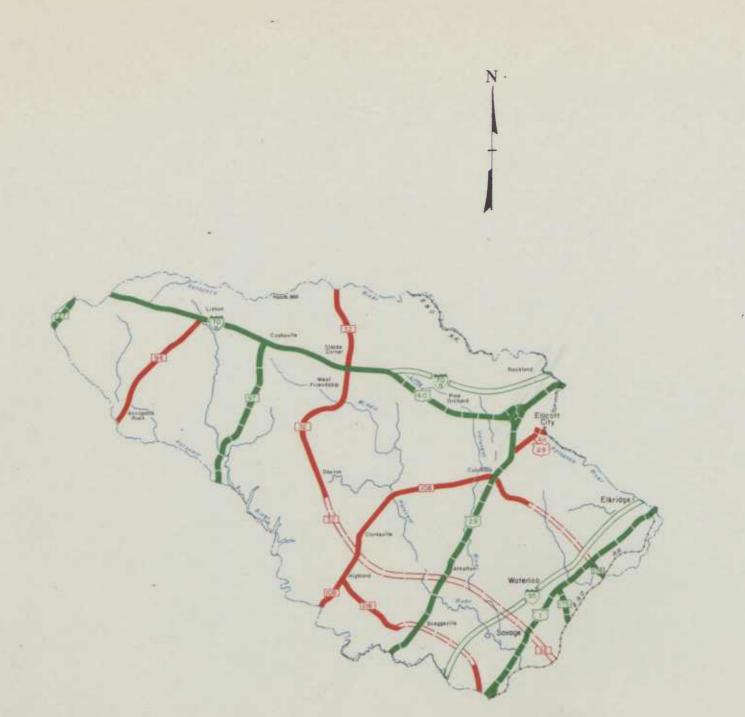
Two Lane Modernization

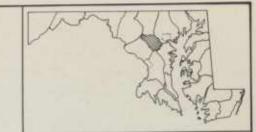
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INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

HOWARD COUNTY Recammended Improvements to State Secondary Highway System







ROADWAY SYSTEMS

Interstate Highway System – Existing & Under Construction Pragrammed Interstate Highway System (1961 - 1975) Primory Highwoy System —
Existing & Under Construction Programmed Primory Highway System (1961-1965)

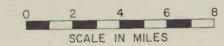
Secondory Highway System

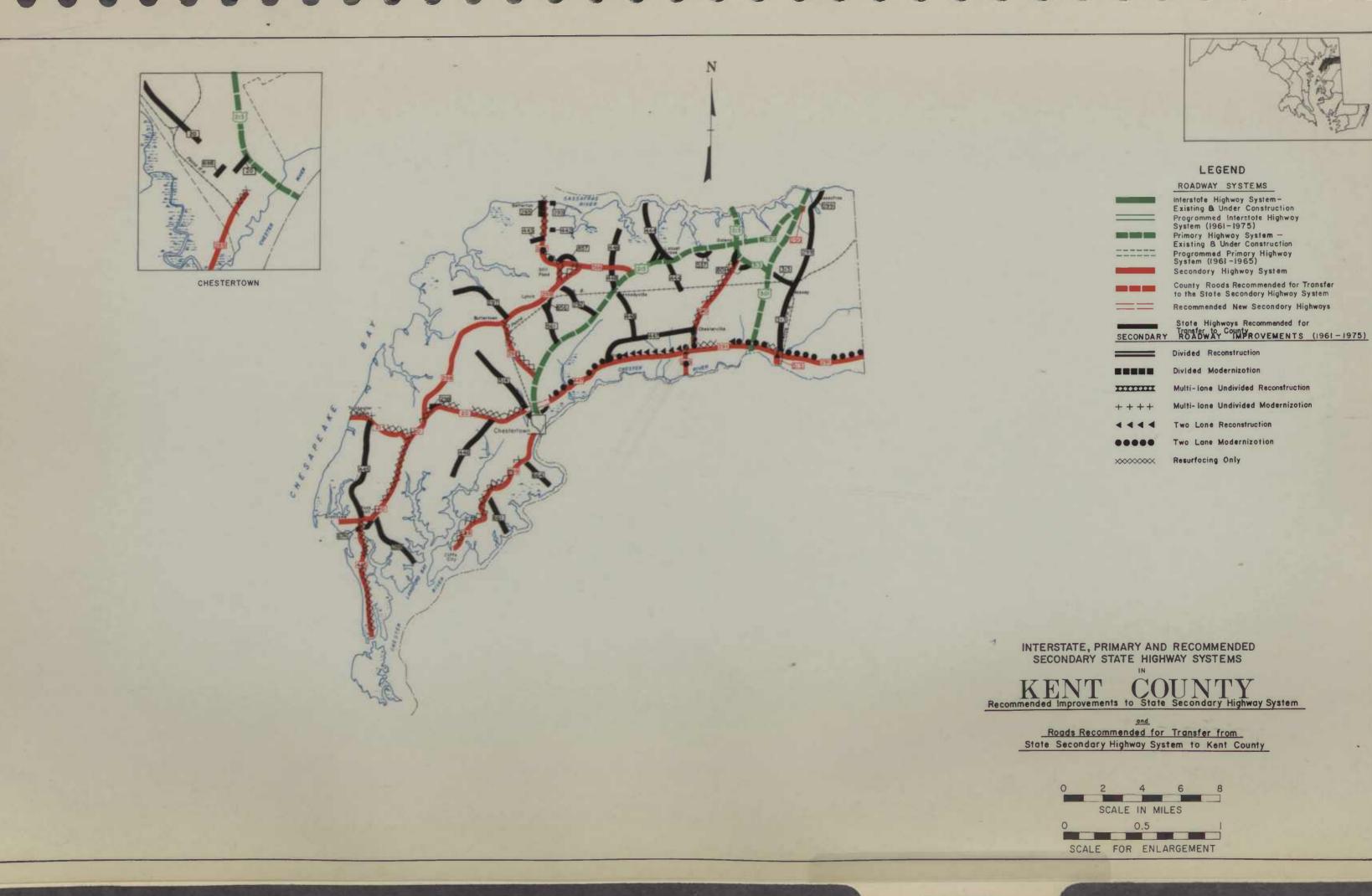
County Roads Recommended for Transfer to the State Secondary Highway System

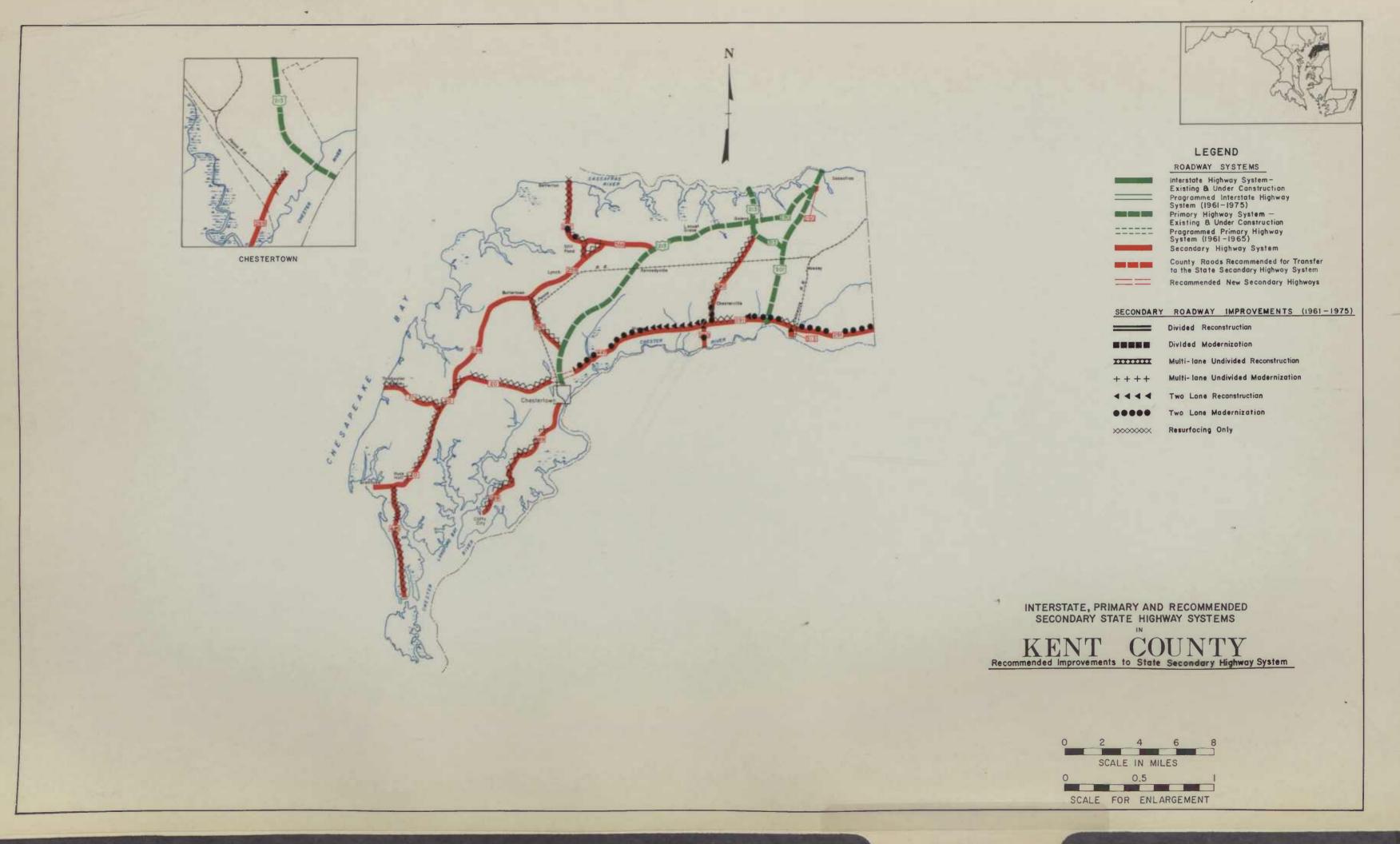
Recommended New Secandary Highways

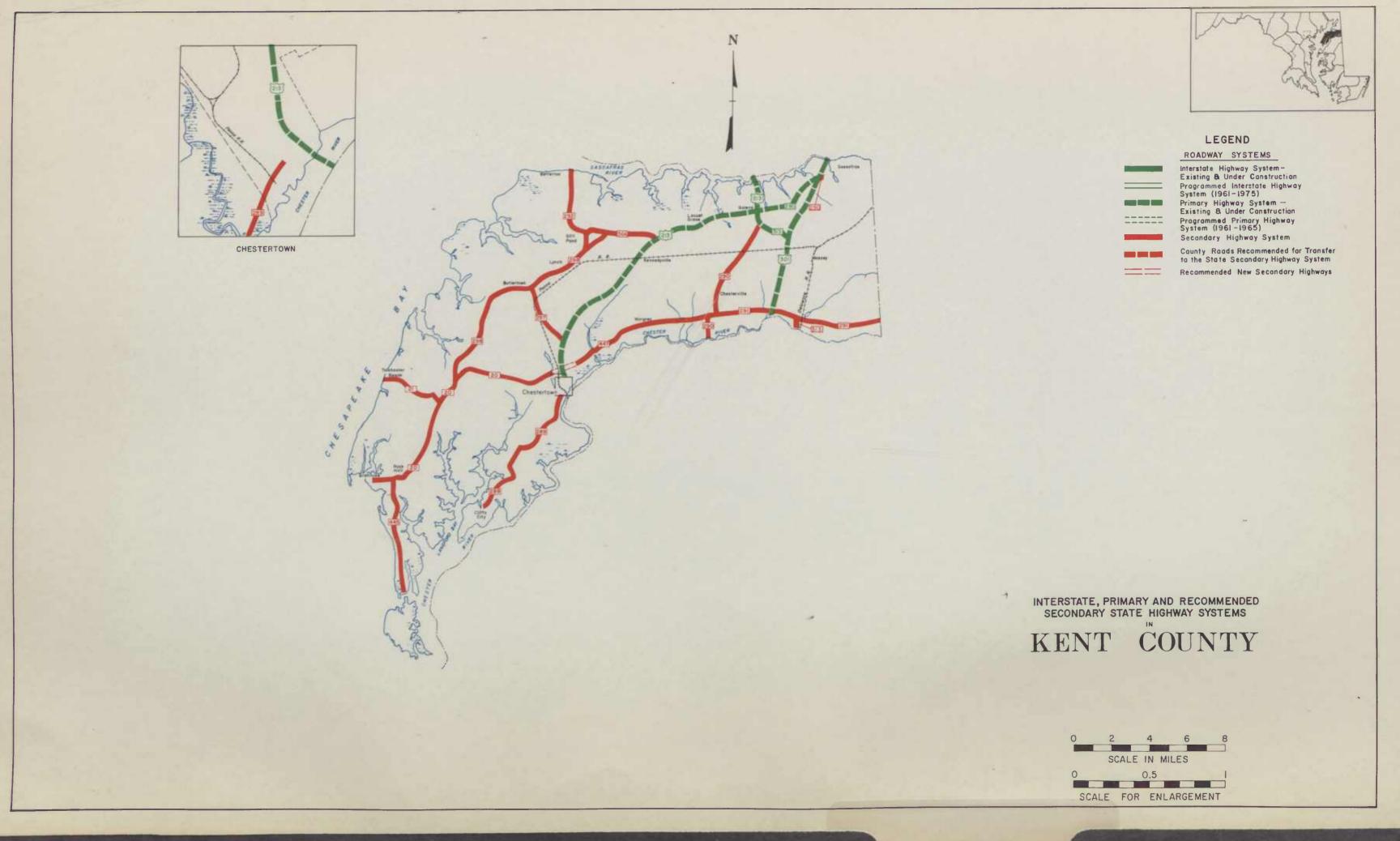
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

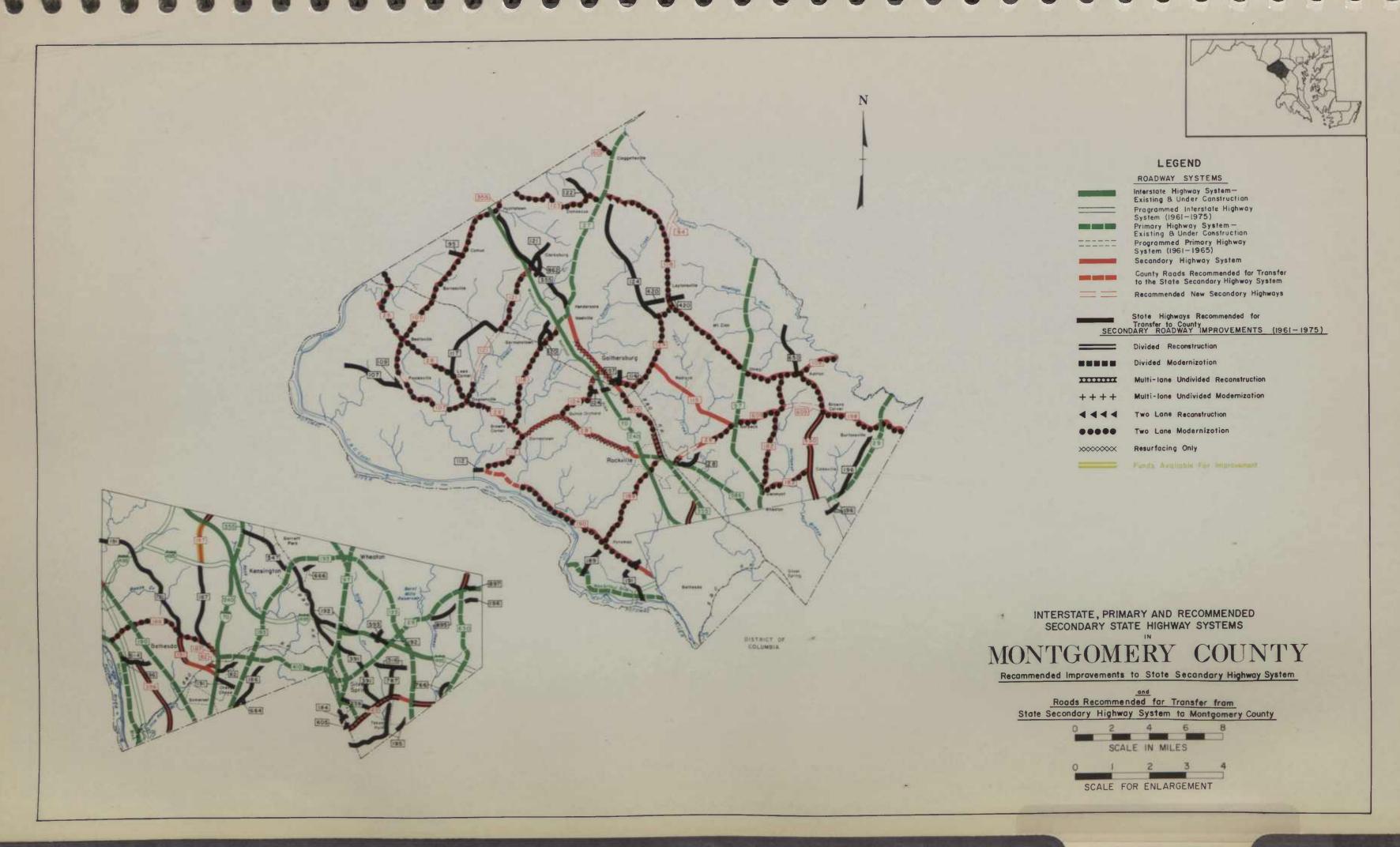
HOWARD COUNTY

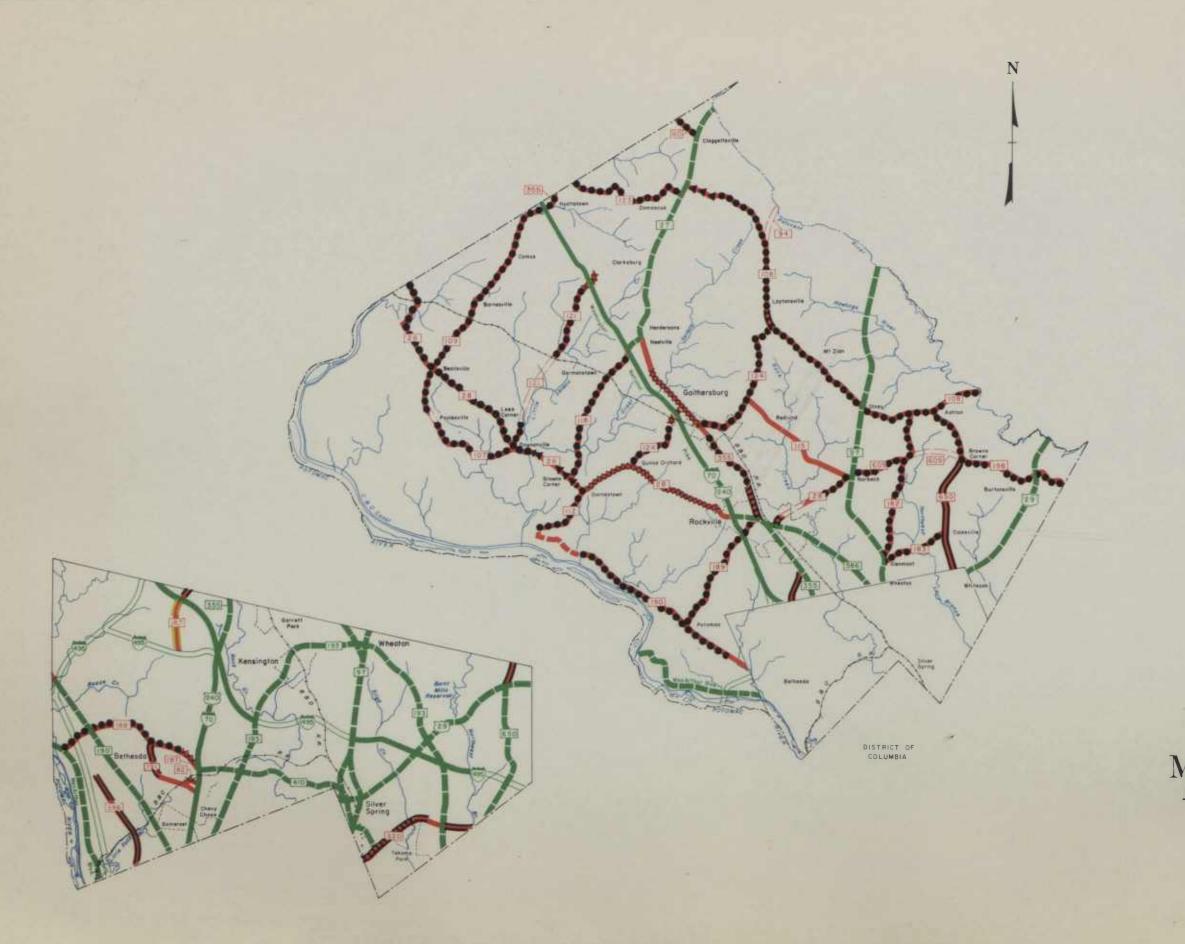


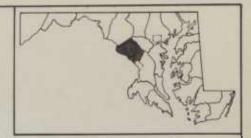












ROADWAY SYSTEMS

Interstate Highwoy System— Existing & Under Construction Pragrammed Interstate Highwoy System (1961—1975) Primory Highwoy System— Existing & Under Construction Programmed Primary Highwoy System (1961—1965) Secondory Highwoy System

Caunty Roads Recommended for Tronsfer to the Stote Secondary Highway System

Recommended New Secondory Highwoys

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Modernization

Multi-Igne Undivided Reconstruction

+ + + + Multi-Igne Undivided Modernization

Two Lone Reconstruction

Two Lane Modernization

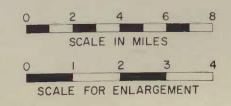
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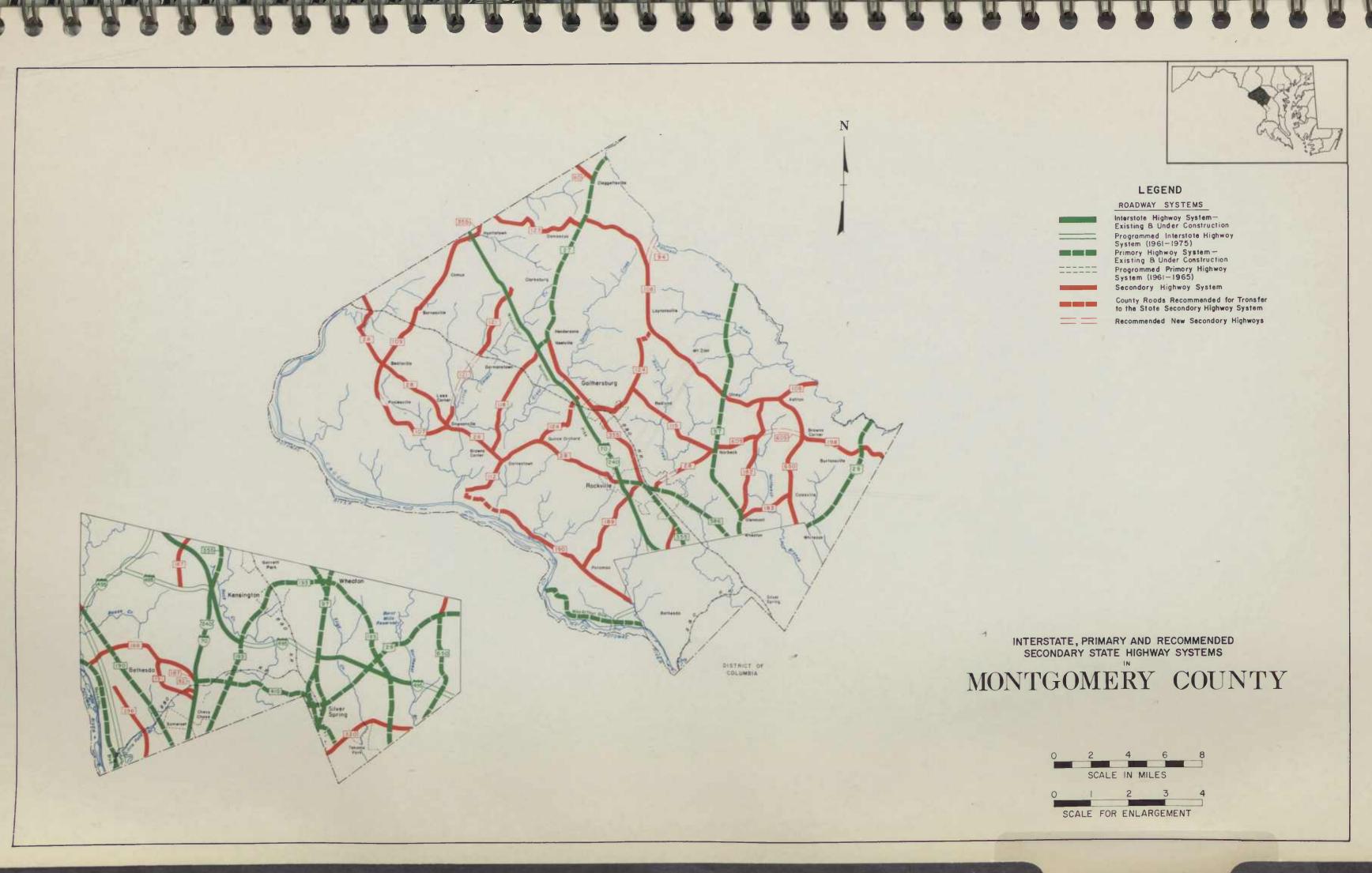
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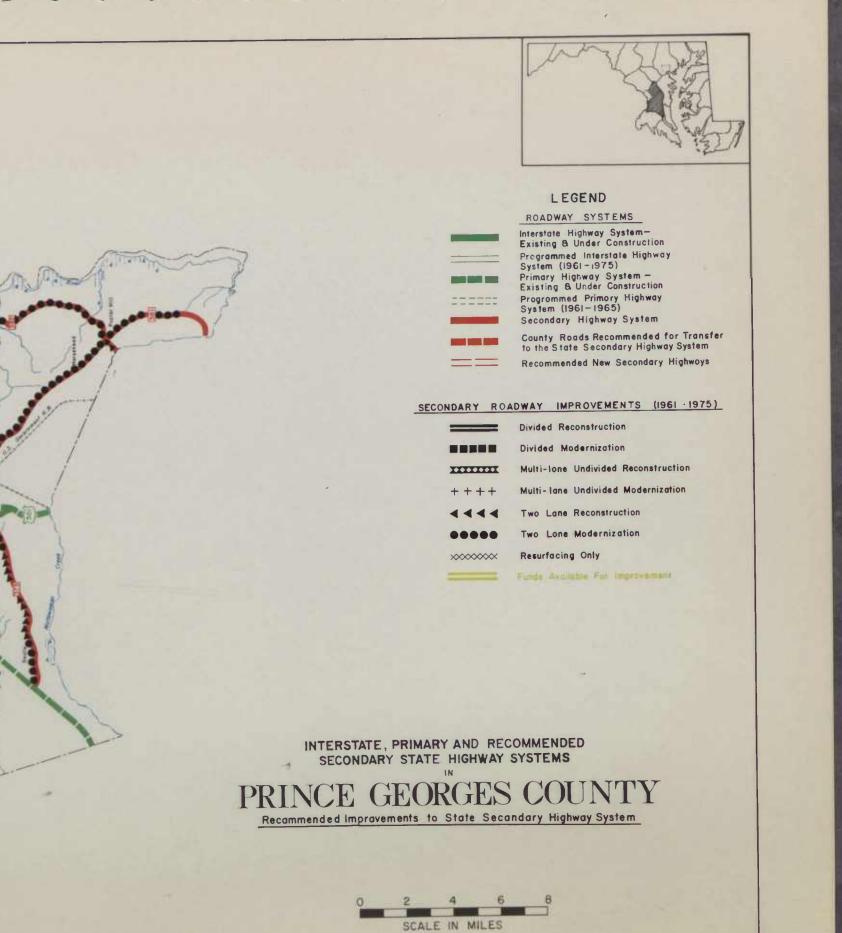
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

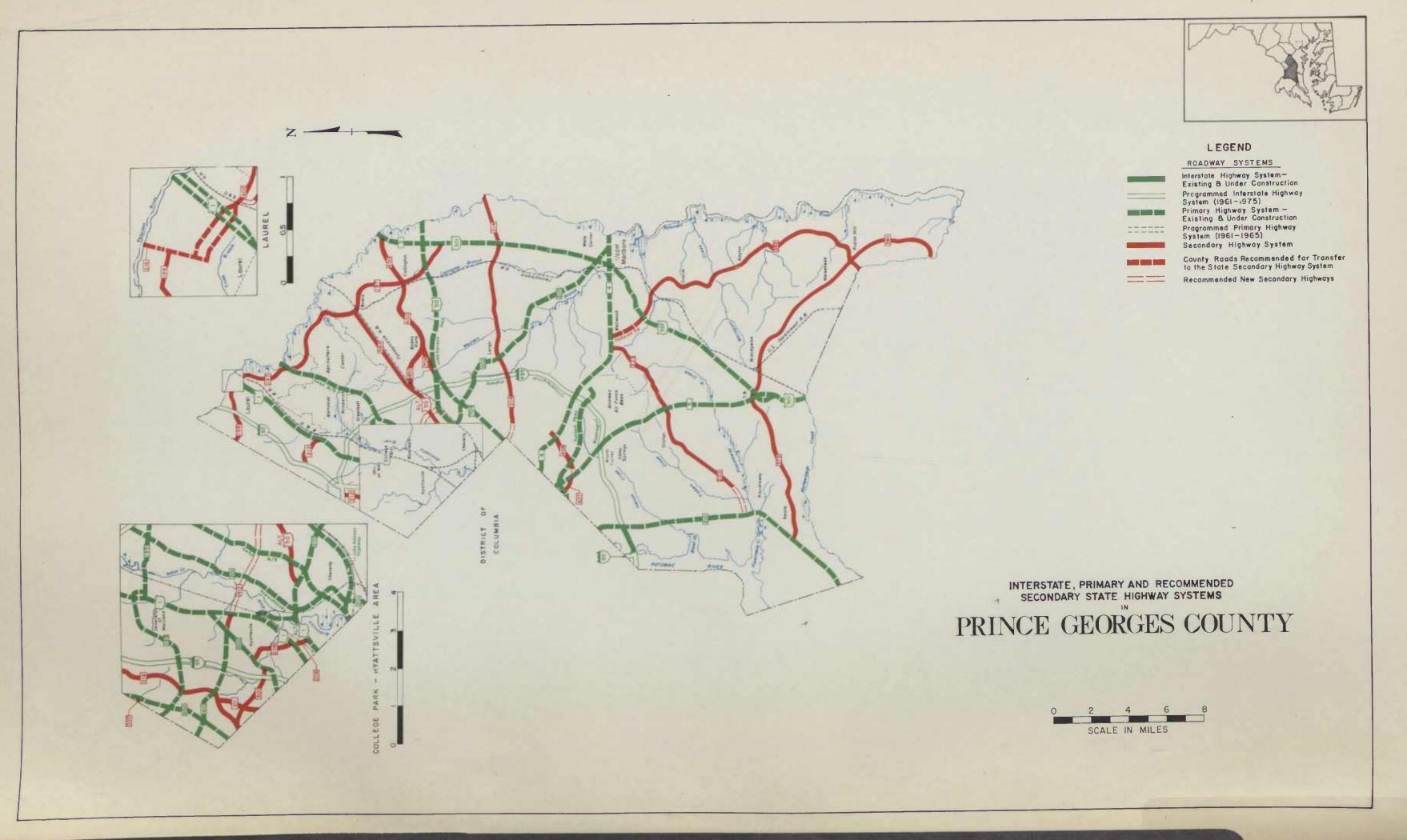
MONTGOMERY COUNTY

Recommended Improvements to State Secondary Highway System













ROADWAY SYSTEMS

Interstote Highwoy System –
Existing & Under Construction
Progrommed Interstote Highwoy
System (1961–1975)
Primory Highwoy System –
Existing & Under Construction
Progrommed Primory Highwoy
System (1961–1965)
Secondary Highwoy System

County Roods Recommended for Tronsfer to the State Secondary Highway System Recommended New Secondary Highways State Highways Recommended for Tronsfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Modernization

Multi-lone Undivided Reconstruction

Divided Reconstruction

+ + + + Multi-lone Undivided Modernization

TTT MOIT TONG SHAPE

◀ ◀ ◀ ■ Two Lone Reconstruction

●●●● Two Lone Modernization

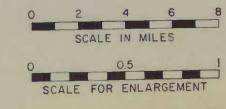
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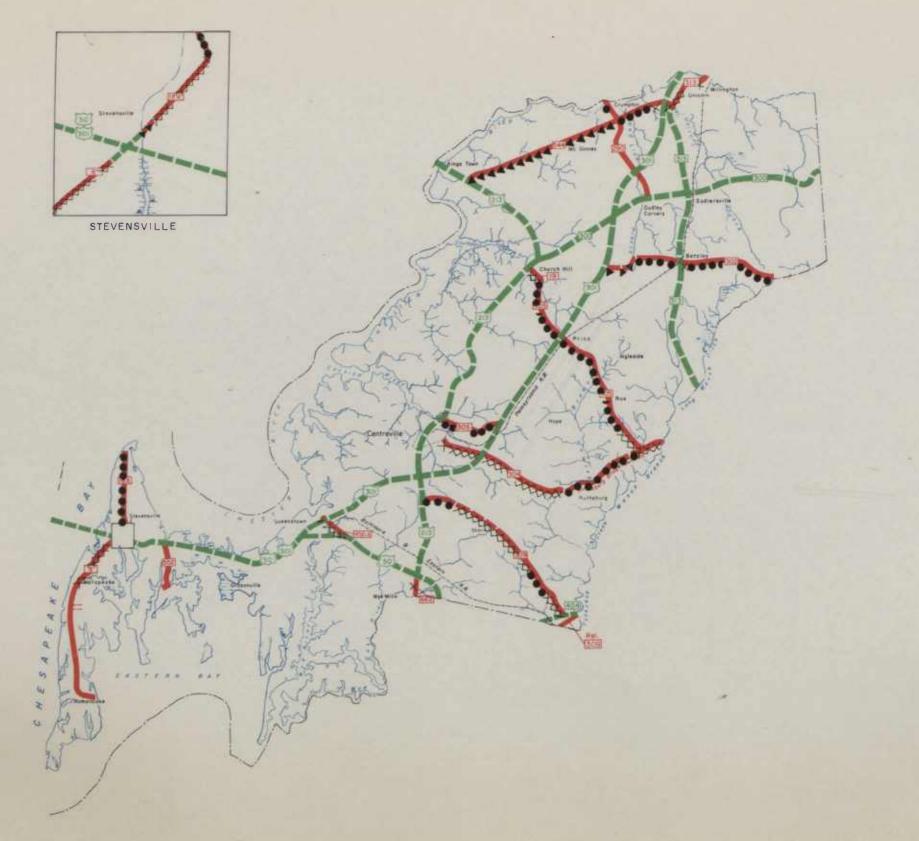
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

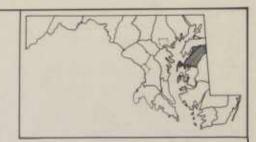
QUEEN ANNES COUNTY

Recommended Improvements to State Secondary Highway System

Roods Recommended for Tronsfer from
Stote Secondory Highwoy System to Queen Annes County







ROADWAY SYSTEMS

Interstate Highway System—
Existing & Under Construction
Pragrammed Interstate Highway
System (1961—1975)
Primary Highway System—
Existing & Under Construction
Programmed Primary Highway
System (1961—1965)
Secandary Highway System
Caunty Raads Recommended for Transfer
ta the State Secondary Highway System

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Recommended New Secondary Highways

Divided Reconstruction

Divided Modernization

Multi-lane Undivided Reconstruction

+ + + + Multi-lane Undivided Madernization

Two Lone Reconstruction

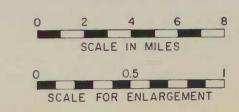
Two Lone Modernization

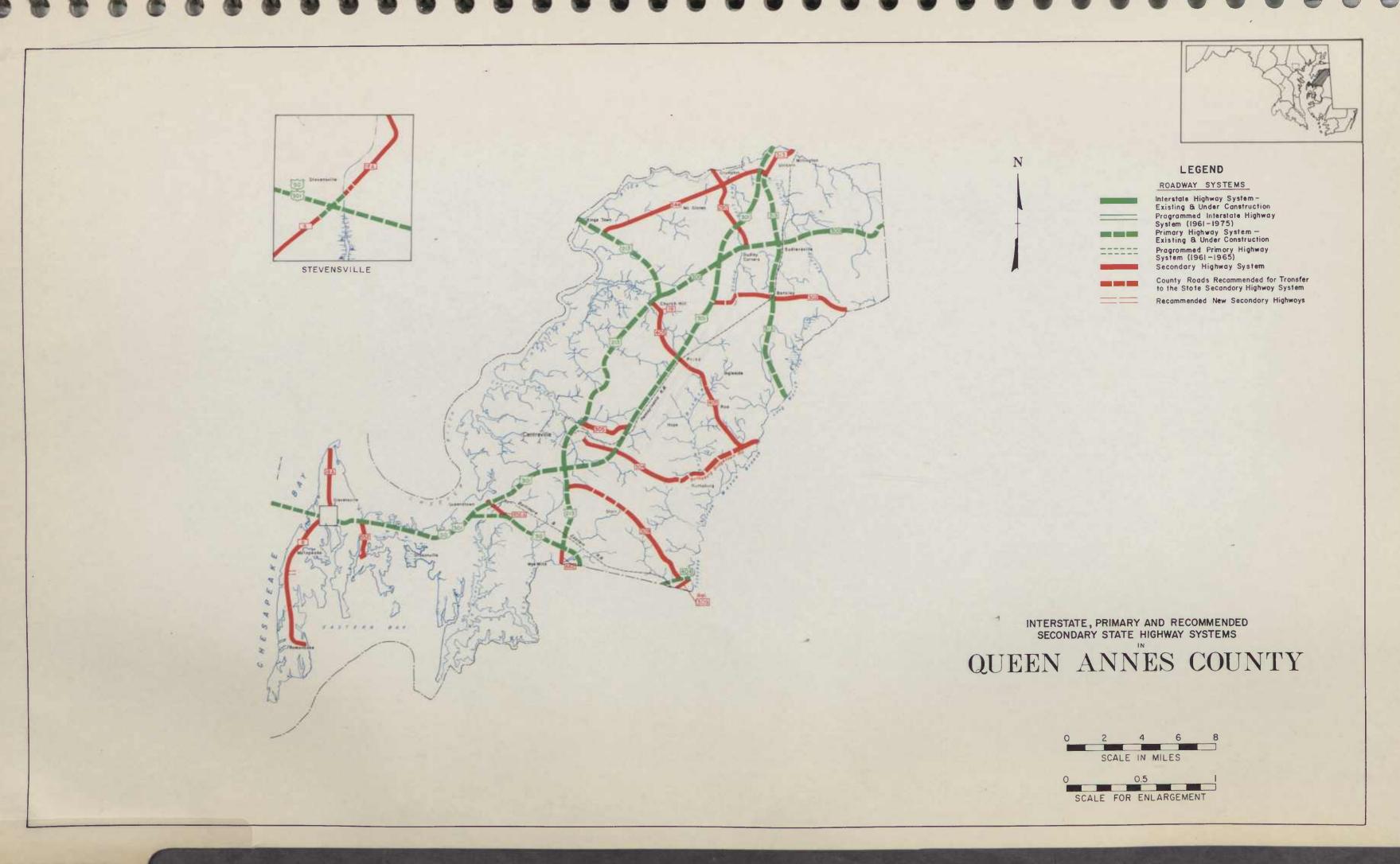
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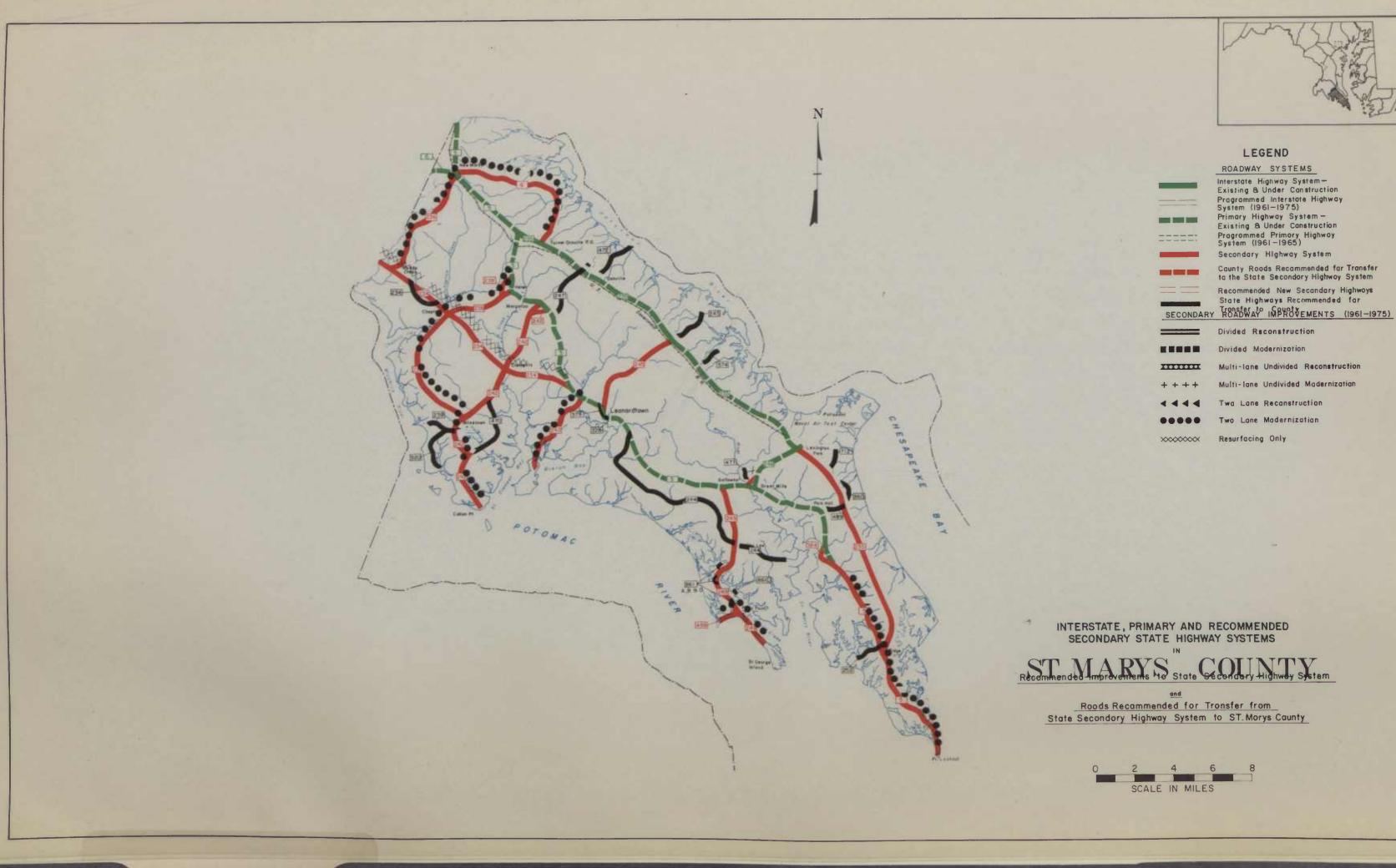
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

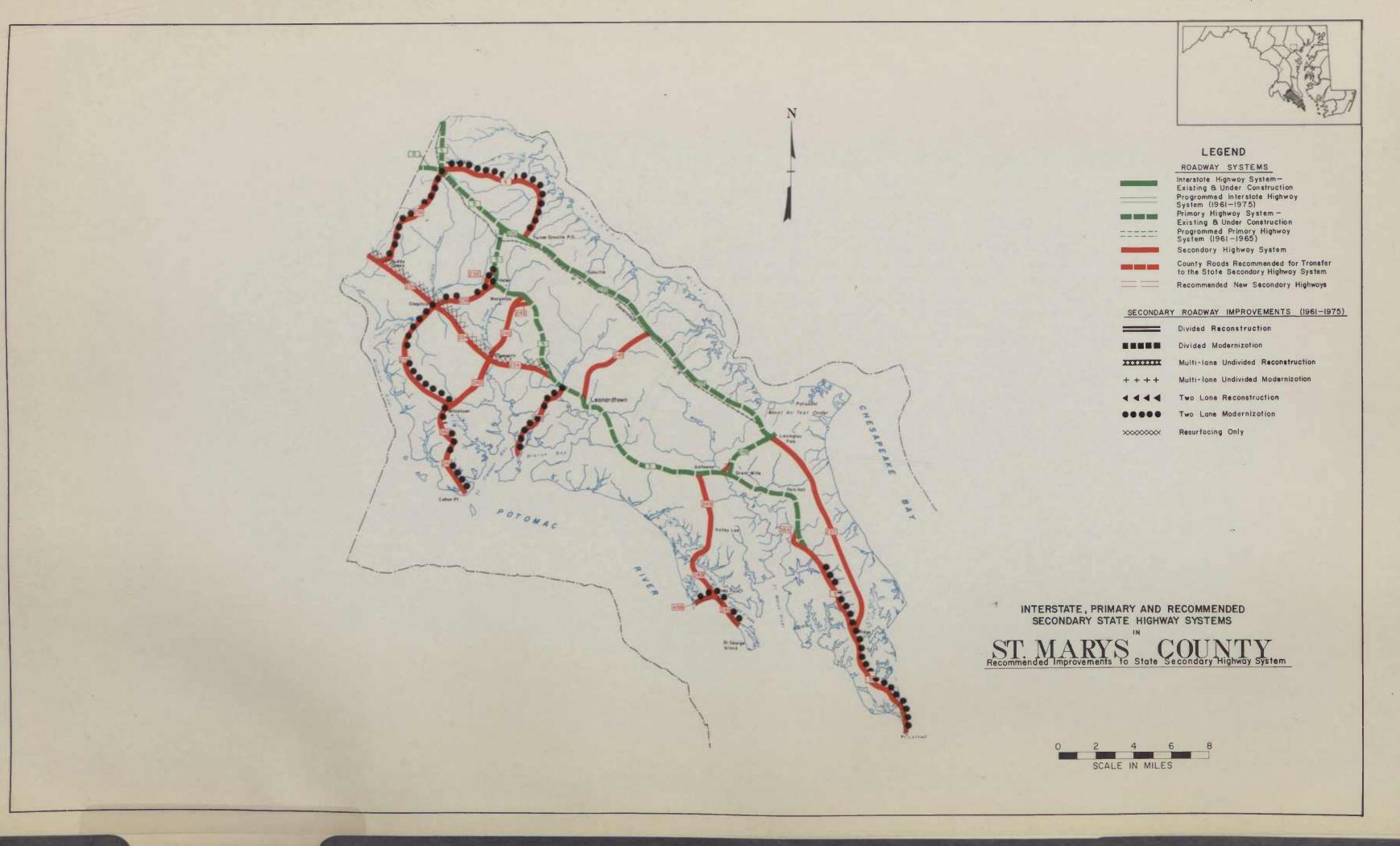
QUEEN ANNES COUNTY

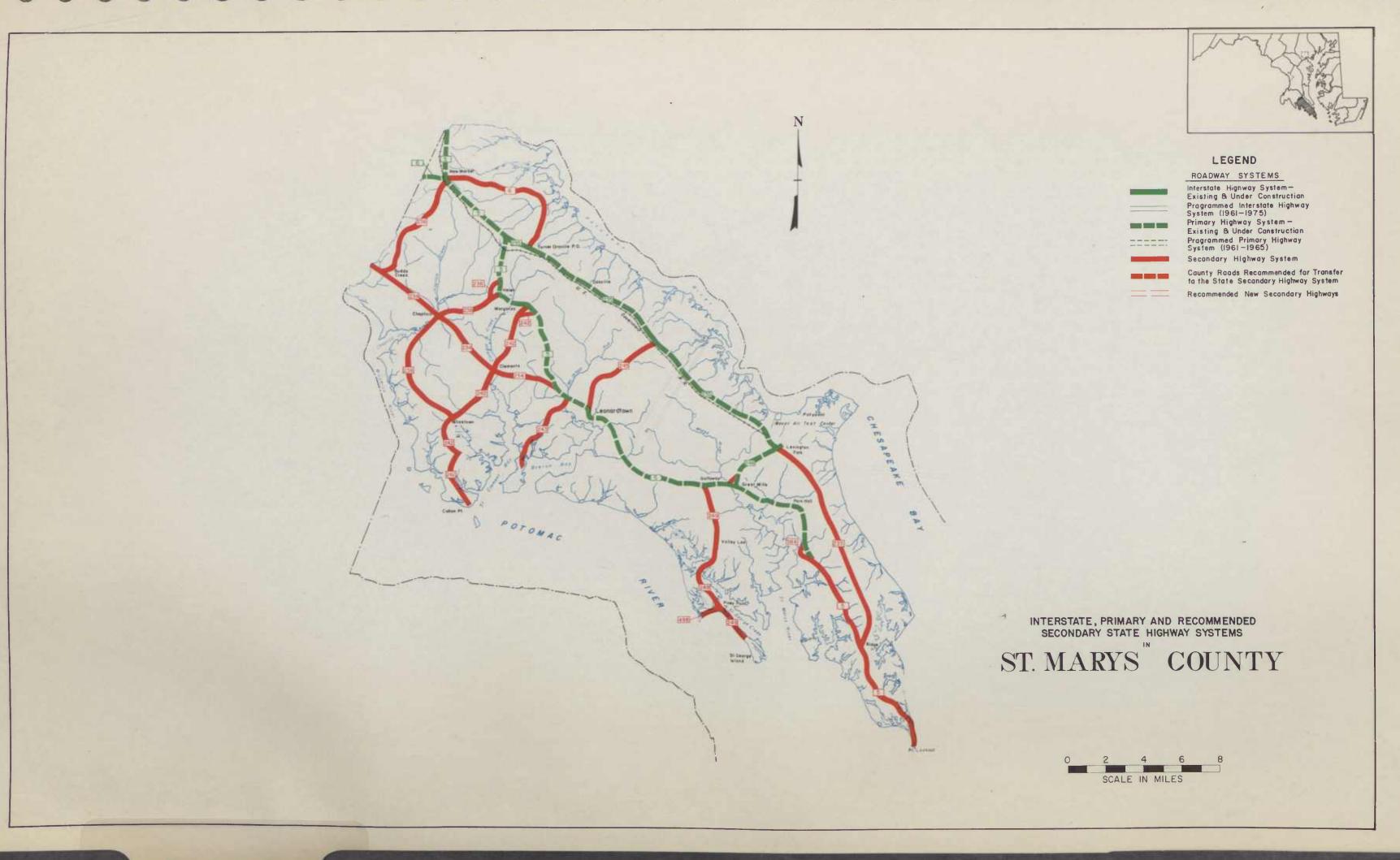
Recommended Improvements to State Secondary Highway System

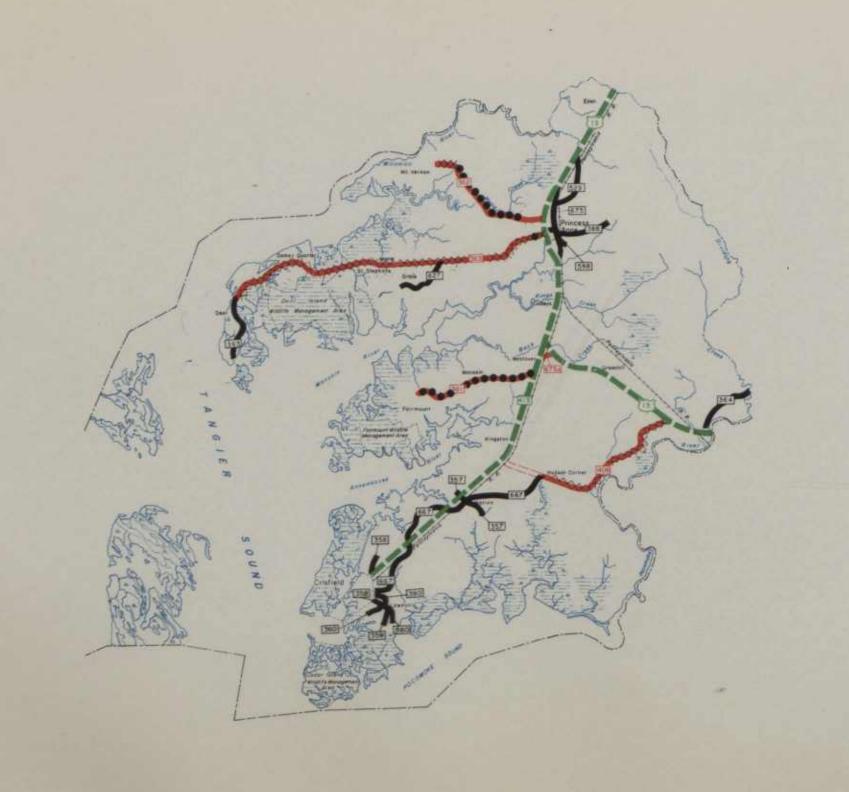


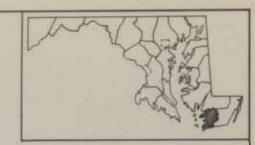












ROADWAY SYSTEMS

Interstate Highway System—
Existing & Under Construction
Programmed Interstate Highway
System (1961—1975)
Primary Highway System—
Existing & Under Construction
Programmed Primary Highway
System (1961—1965)
Secondary Highway System

County Roads Recommended for Transfer to the State Secondary Highway System

Recommended New Secondary Highways
State Highways Recommended for
Transfer to County

SECONDARY RUA WAY IMPROVEMENTS (1961-1975)

Divided Pacs istr. Jion

Divided his deraization

Mu ii iane Undividad Reconstruction

-+++ Multi-lane Undivided Moderniz Nice

◀ ◀ ◀ ■ Two Lane Reconstruction

•••• Two as Moderniz

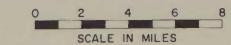
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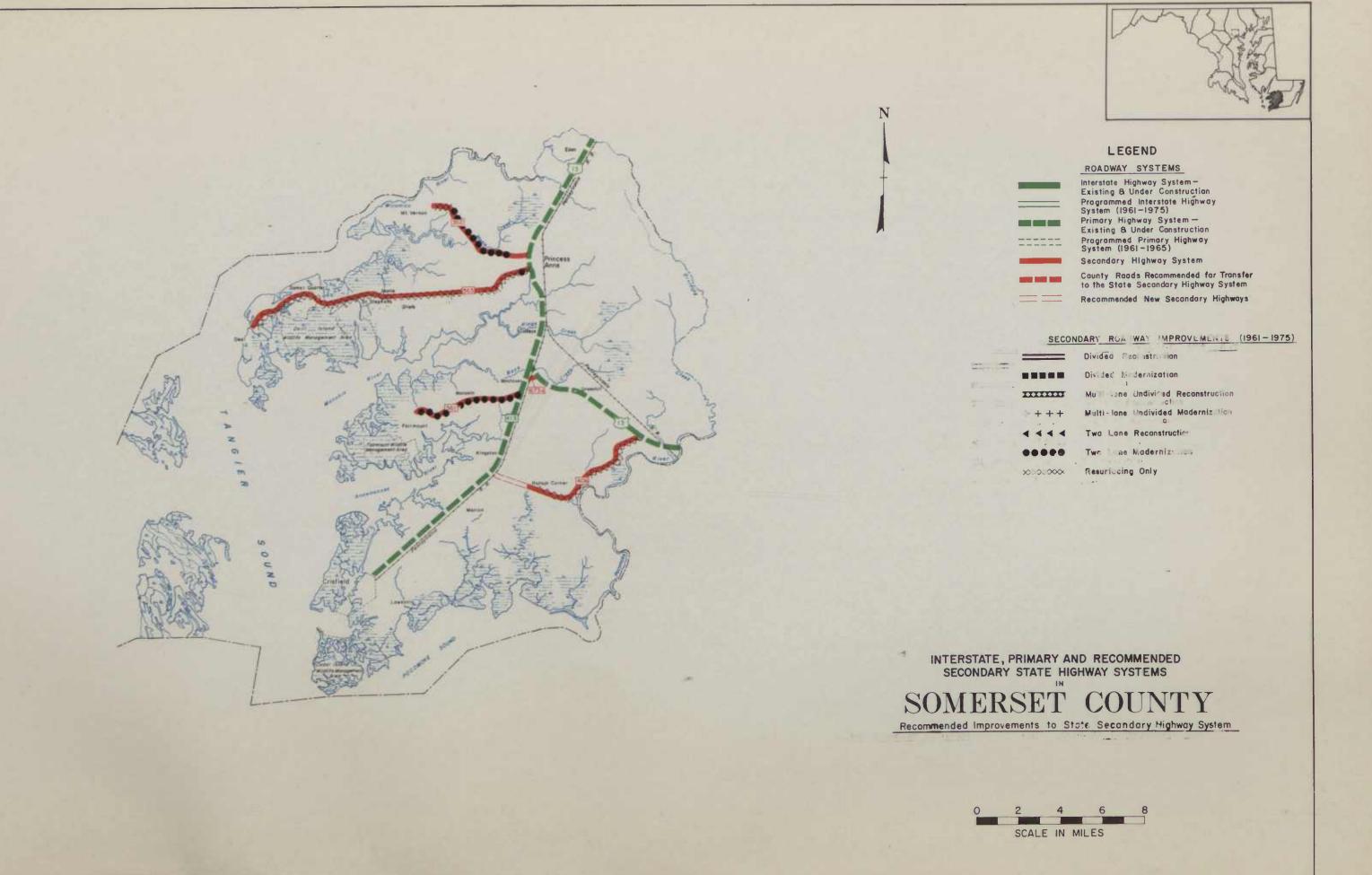
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

SOMERSET COUNTY

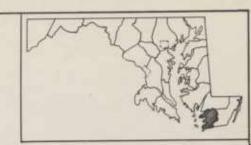
Recommended Improvements to State Secondary Highway System

Roods Recommended for Tronsfer from
Stote Secondary Ighway System to Samerset County









LEGEND

ROADWAY SYSTEMS

Interstote Highway System—
Existing & Under Construction
Pragrammed Interstate Highway
System (1961—1975)
Primory Highway System—
Existing & Under Construction
Pragrammed Primory Highway
System (1961—1965)

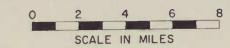
Secondory Highwoy System

Caunty Raads Recommended for Tronsfer to the State Secondary Highway System

Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

SOMERSET COUNTY







ROADWAY SYSTEMS

Interstate Highway System —
Existing & Under Construction
Pragrammed Interstate Highway
System (1961—1975)
Primary Highway System —
Existing & Under Construction
Pragrammed Primary Highway
System (1961—1965)
Secondary Highway System

County Raads Recommended for Transfer to the State Secondary Highway System

Recommended New Secondary Highways State Highways Recommende for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Modernization

Multi-lane Undivided Reconstruction
+ + + +

Multi lane Undivided Modernization

■ ■ ■ Two Lone Reconstruction

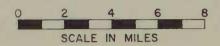
Two Lone Modernization

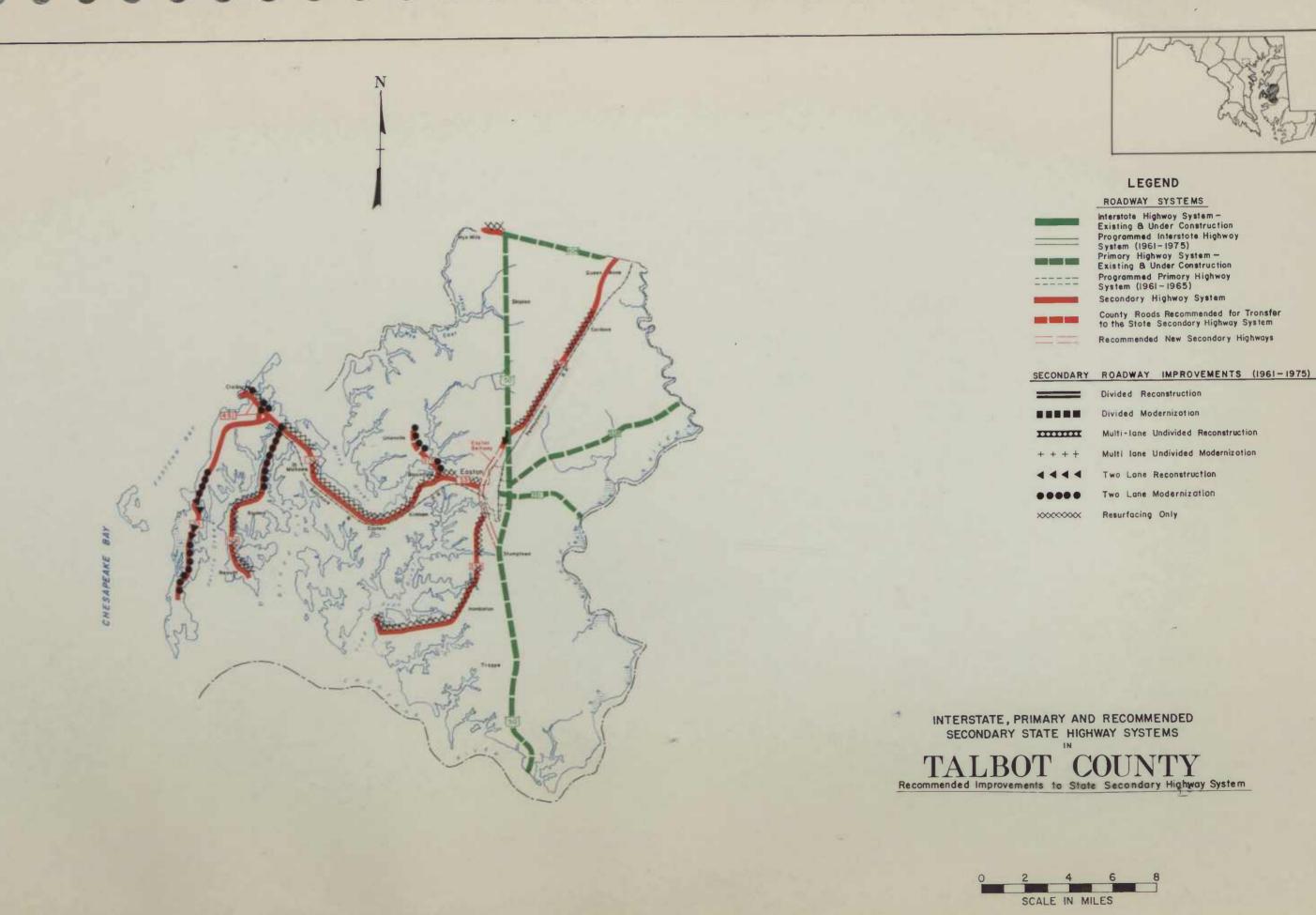
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INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

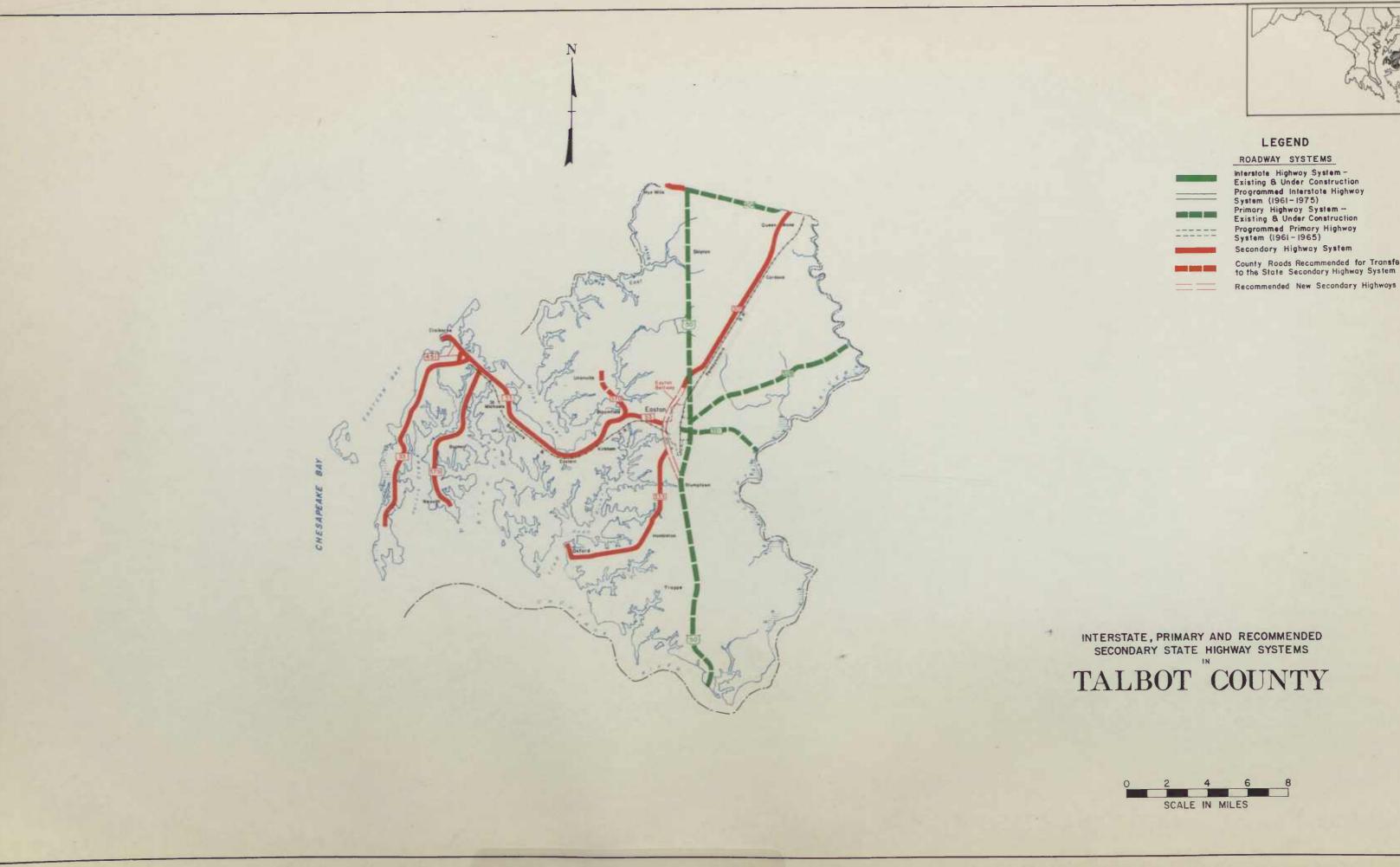
TALBOT COUNTY
Recammended impravements to State Secondary Highway System

Roads Recommended for Transfer from
State Secondary Highway System to Talbot Caunty

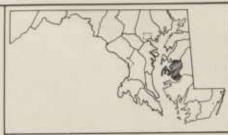




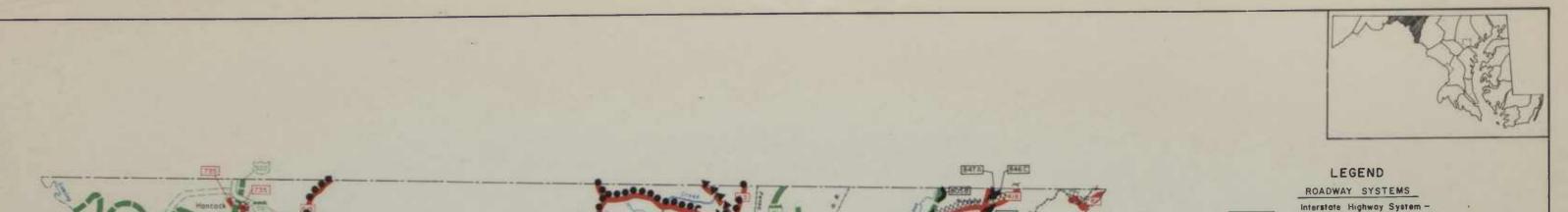
LEGEND

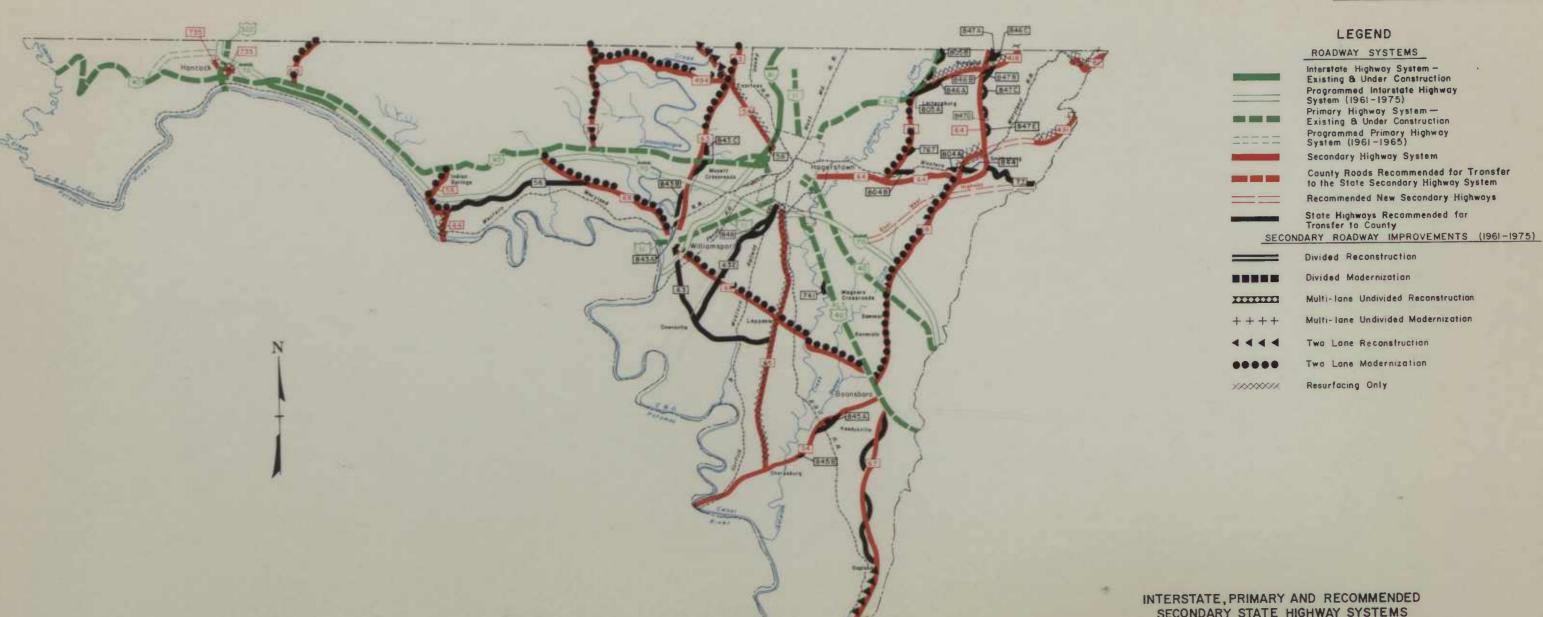


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County Roods Recammended for Transfer to the State Secondary Highway System

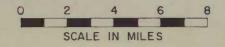




INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

WASHINGTON COUNTY
Recammended Impravements to State Secondary Highway System and

Raads Recammended far Transfer fram State Secandary Highway System ta Washington County







ROADWAY SYSTEMS

Interstate Highwoy System —
Existing & Under Construction
Programmed Interstate Highway
System (1961-1975)
Primory Highwoy System —
Existing & Under Canstruction
Programmed Primory Highwoy
System (1961-1965)

Secondory Highway System

County Roads Recommended far Transfer to the Stote Secondary Highway System Recommended New Secondory Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Modernization

Multi-lane Undivided Recanstruction

++++ Multi-lone Undivided Modernization

◄ ◀ ◀ ■ Two Lane Reconstruction

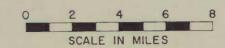
Twa Lone Madernization

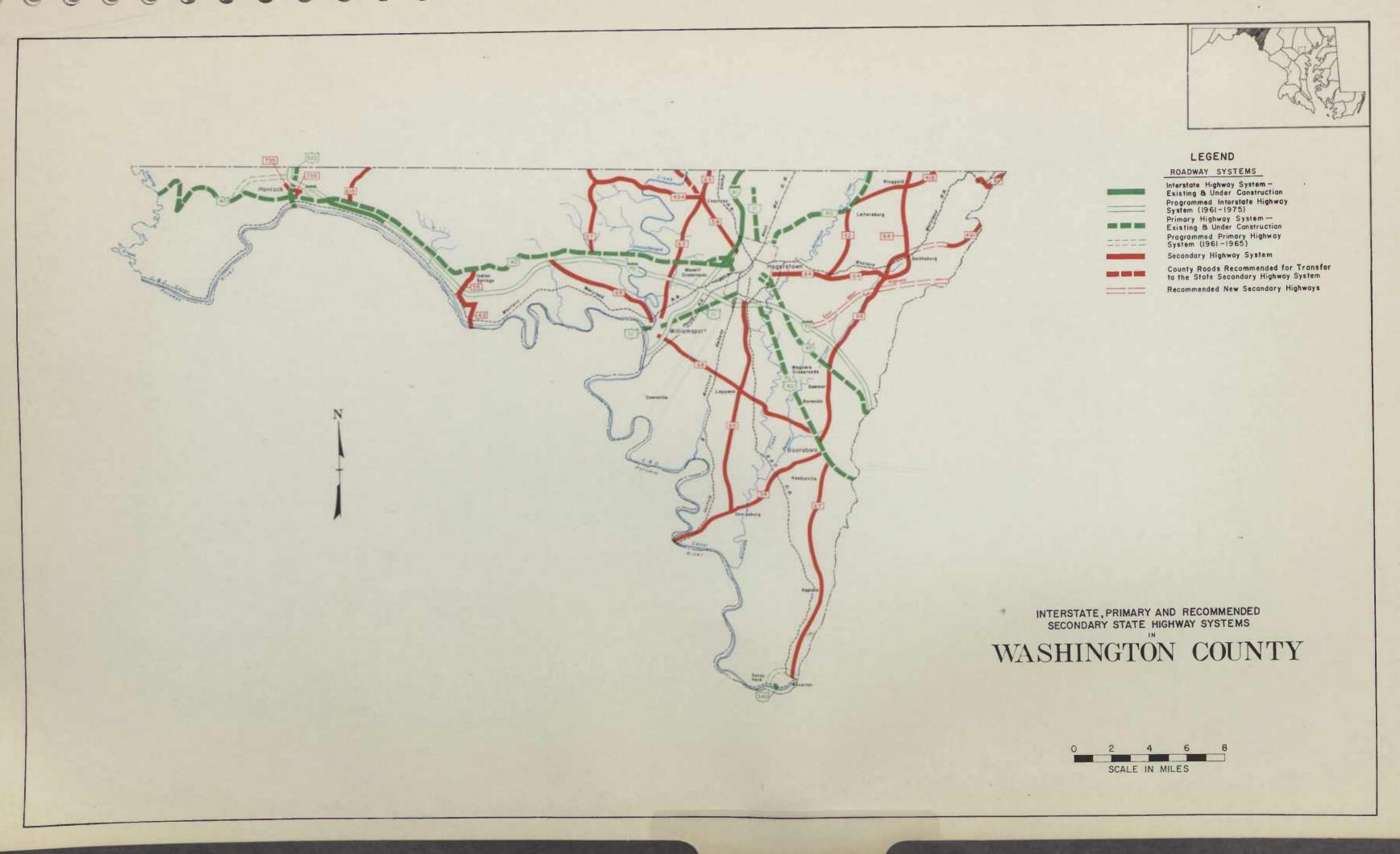
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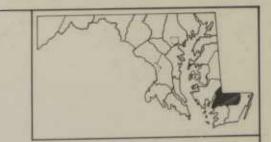
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

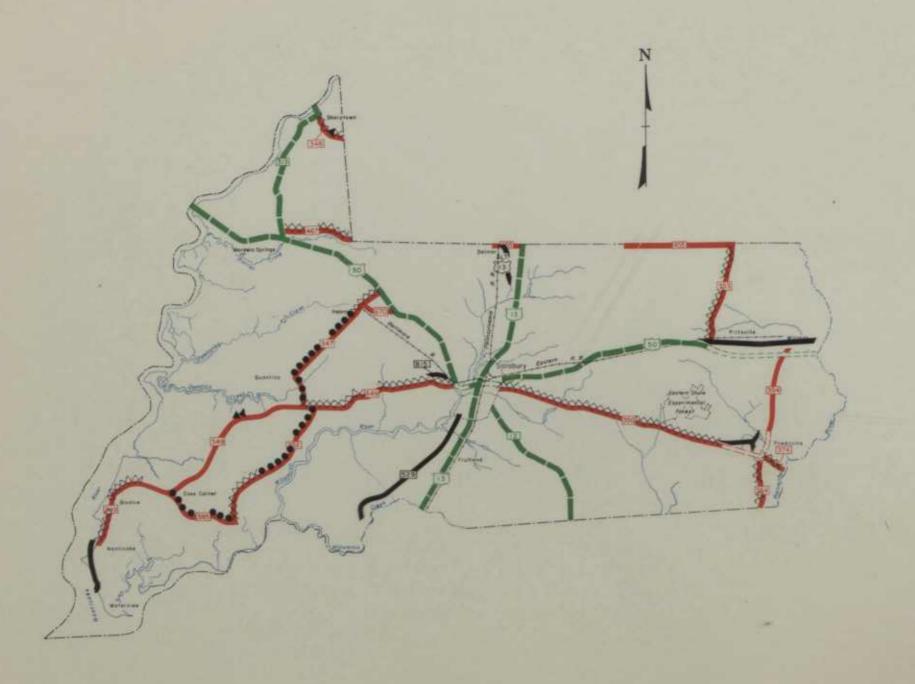
WASHINGTON COUNTY

Recommended Improvements to Stote Secondory Highway System









ROADWAY SYSTEMS

Interstate Highway System — Existing & Under Construction Programmed Interstate Highway System (1961-1975) Primory Highway System —
Existing 8 Under Construction
Programmed Primary Highway
System (1961—1965)

Secondary Highway System County Roads Recommended for Transfer to the State Secondory Highway System

Recommended New Secondary Highwaye

State Highways Recommended for Transfer to County

Multi-lone Undivided Modernization

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction

Divided Modernization

Multi-lone Undivided Reconstruction

Two Lane Reconstruction

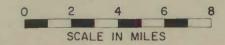
Two Lane Modernization

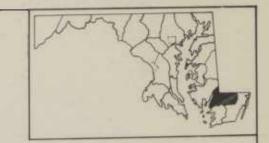
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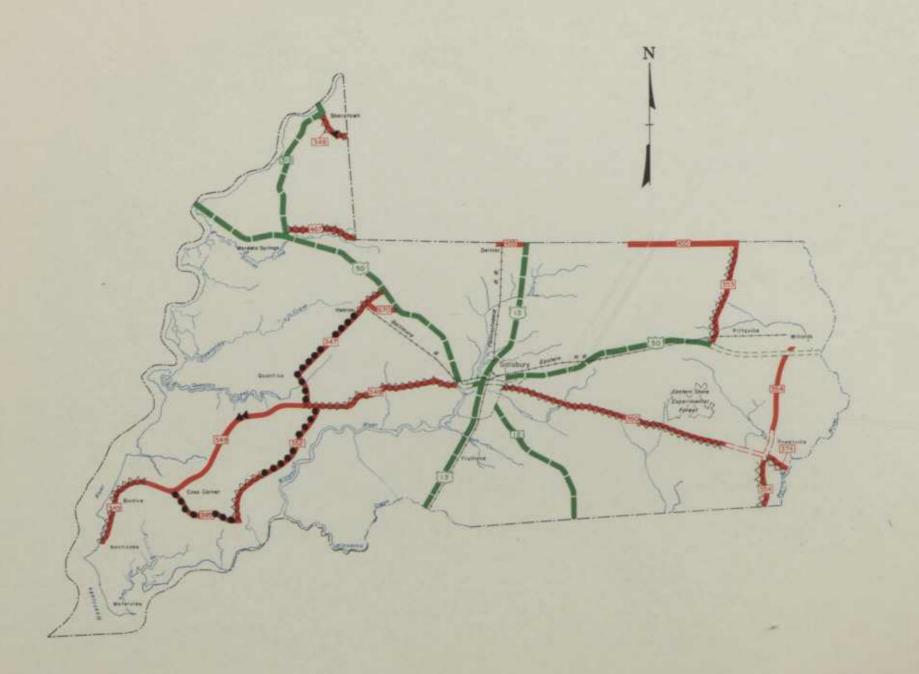
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

WICOMICO COUNTY Recommended Improvements to Stote Secondary Highway System

Roads Recommended for Tronsfer from State Secondory Highway System to Wicomico County







ROADWAY SYSTEMS

Interstate Highway System — Existing & Under Construction Programmed Interstate Highway
System (1961-1975)
Primory Highway System —
Existing & Under Construction
Pragrammed Primary Highway
System (1961-1965) Secondary Highway System

County Roads Recommended for Transfer to the State Secondary Highway System

Recommended New Secandary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

Divided Reconstruction Divided Madernization

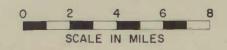
Multi-lone Undivided Reconstruction Multi-lane Undivided Modernization

•••• Two Lane Madernization >>>>>>> Resurfacing Only

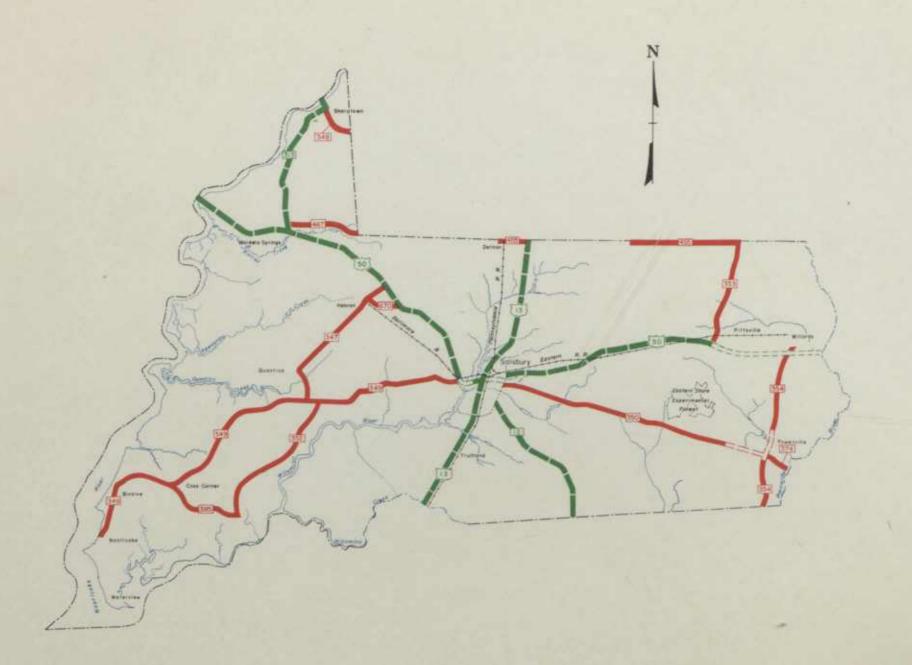
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

WICOMICO COUNTY

Recommended Improvements to State Secondary Highway System







ROADWAY SYSTEMS

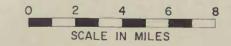
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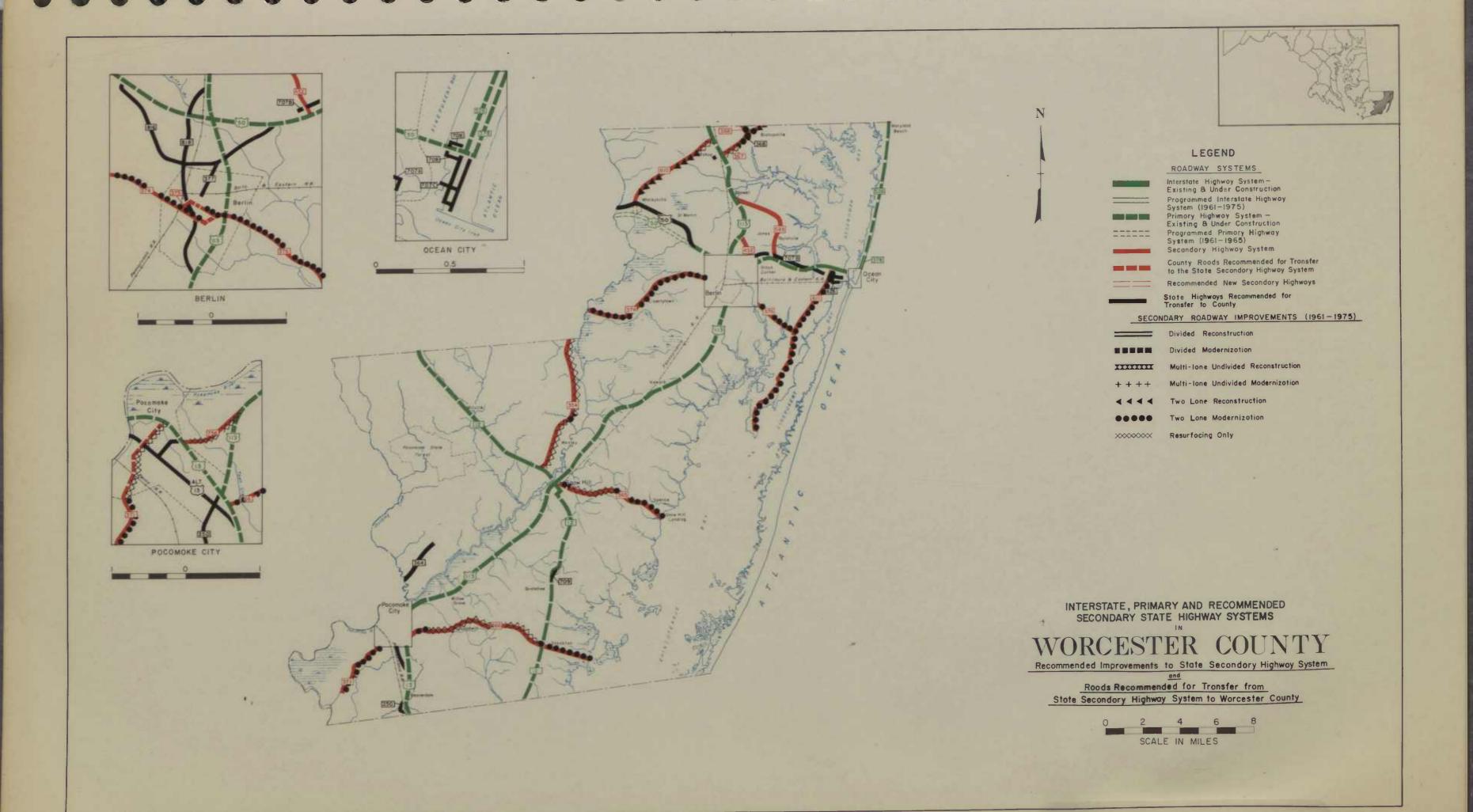
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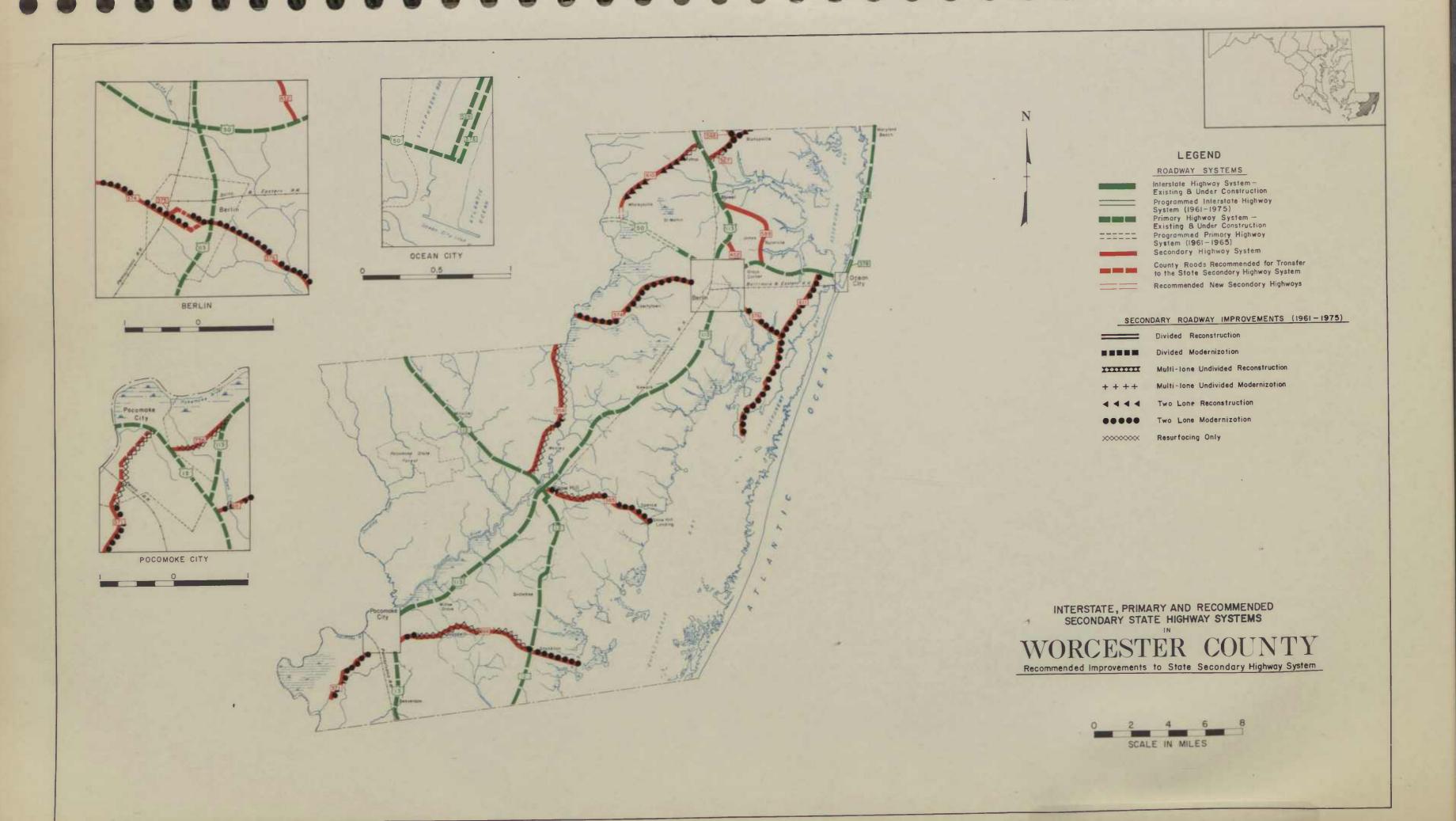
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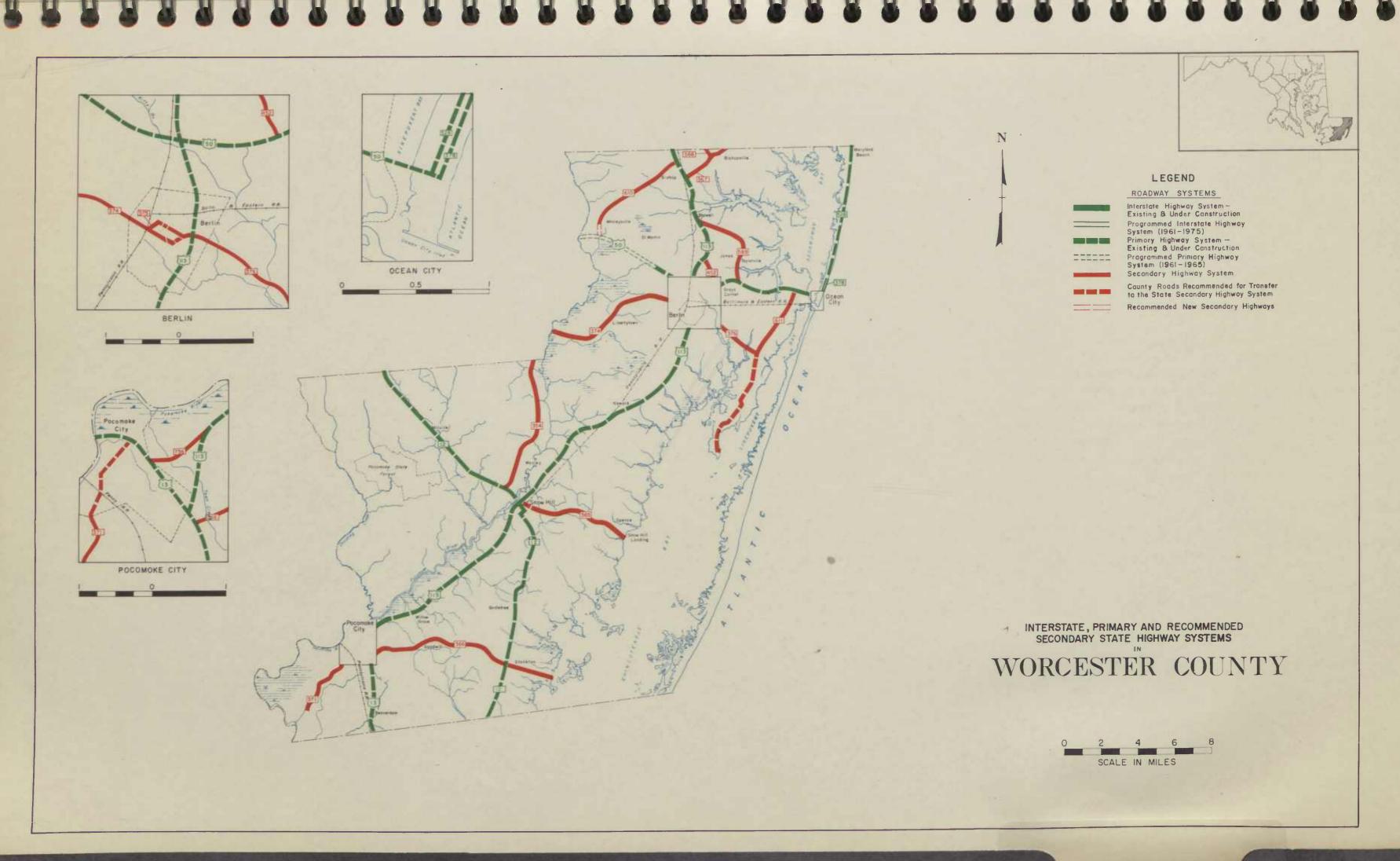
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS

WICOMICO COUNTY









A REPORT THE MARYLAND STATE SECONDARY HIGHWAY SYSTEM AS OF JANUARY 1, 1961

STATE OF MARYLAND



STATE ROADS COMMISSION

JOHN B. FUNK, Chairman-Director

PAUL J. BAILEY, Commissioner
HARLEY P. BRINSFIELD, Commissioner
LANSDALE G. CLAGETT, Commissioner

THOMAS N. KAY, Commissioner

JOHN J. McMULLEN, Commissioner

WILLIAM B. OWINGS, Commissioner

INTRODUCTION

Travel over Maryland's highways has increased continually since the days of the first motor car and has exceeded all expectations. The number of vehicles registered in Maryland has grown from 5,590 in 1910 to 1,141,880 in January 1960. The travel of these vehicles over Maryland's highways has accelerated at an even greater rate than their registration due to the migration of large numbers of people from cities to the country, resulting in motorists traveling greater distances to work, recreational areas and various day to day activities. Time, rather than distance, is now the motorist's criterion for travel.

These vast increases in vehicles and travel have taxed many existing highways far beyond their capacity. Further, the increased speed, weight, and size of the present day vehicles, in comparison with their earlier counterparts, demand higher design standards with respect to the factors of safety and service. Existing highways which do not meet these standards are considered to be functionally obsolete, inasmuch as they retard the free movement of traffic and increase the hazards of motor vehicle operation. Other highways have become physically obsolete due to structural deterioration. Unfortunately, in the past the rate of obsolescence has nearly always exceeded the rate of improvement. The reverse must prevail, however, if the people of Maryland are to have a highway system which meets modern standards and demands.

Toward this end, the State Roads Commission, shortly after World War II, embarked on a vigorous highway improvement program. Financing for this program, however, was limited to the then current revenues plus monies accumulated during the war years, when only limited construction was performed, and a \$100,000,000 bond issue. It soon became apparent that, because the rate of obsolescence exceeded the rate of improvement, additional funds would be needed to provide an adequate, integrated highway system.

In a further effort to meet this challenge, the State Roads Commission developed a comprehensive twelve year highway program which was approved by the 1953 General Assembly and a \$330,000,000 bond issue authorized for supplementing available funds for financing the program. The original program stated: "Maryland pioneered in road construction, and upon the consummation of this program by January 1966, she will have regained her once eminent position among the best roaded states in the Union."

Upon the completion of the first four year period, however, only 59.9% of the mileage scheduled for that period had been placed under contract, but 90.3% of the authorized funds for that same period had been expended. These increased costs, due primarily to the inflationary trend of this period, have not been accompanied by additional funds; thus, to 1960, only 89.1% of the scheduled improvements for the first four year period had been advertised, but at a cost 55.8% greater than anticipated in the original program estimates.

During this first four year period of the program, the emphasis was placed on the interstate and primary highway systems in order to take full advantage of available Federal-aid monies and inasmuch as these systems carry the greatest concentration of traffic. When it became apparent that the available funds would be insufficient to complete the improvements to all the highways in the twelve year program, a greater emphasis was placed on these two systems when the 1960 General Assembly revised the original law to permit the State Roads Commission to utilize the bulk of the remaining money for the completion of an arterial network. Realizing that only token funds would then be available for improvements to the secondary system, the General Assembly also directed that the State Roads Commission report to the 1961 session of the General Assembly its recommendations respecting this secondary system of highways.

Accordingly, the Commission directed that a needs study be completed showing the needs requirements of each secondary highway to provide an adequate State secondary highway system through 1975. Because of the extremely heavy work load imposed upon State Roads Commission personnel by the current construction program, the consulting firm of Whitman, Requardt, and Associates, under the personal supervision of Mr. W. F. Childs, Jr., a former Chief Engineer of the State Roads Commission, was employed to assist with this study. The study included the establishment of reasonable standards of design, the determination of improvements necessary to meet these standards, the engineering, right-of-way and construction costs for the proposed improvements, the functional integration of the system by transfer of jurisdiction for selected highways, and the determination of a priority sequence for each road based on need. In addition thereto, it was directed that the study include a suggested method or methods of allocating funds on a county basis for completing the recommended improvements and a suggested method for a periodic review of the State secondary system in order that it may be kept current with changes in travel habits and economic conditions.

Although, as has been mentioned, emphasis has been placed on improving the primary and interstate highways, there will still remain, after the expenditure of the present authorized monies, many primary highways, proposed for improvements in previous studies, for which funds will not be available. The Commission, being cognizant of this situation, is of the opinion that a report showing only the needs of the secondary highways may be misleading to those persons unfamiliar with the several highway system classifications. It is desirable, therefore, to determine the needs for this system in the same manner and for a period parallel to that covered by the secondary study. Time limitations, however, precluded a detailed study-analysis of the needs of the primary system of the type completed for the secondary system.

A complete report presenting the needs of the State Primary Highway System and reviewing the current needs of the State Secondary Highway System will be submitted to the next ninety day session of the General Assembly. The rapid growth which Maryland is presently experiencing and which is predicted to continue at an increasing rate, however, results in rapidly changing highway needs, thus limiting the value or applicability of any one report. The State Roads Commission, therefore, feels that, if the members of the General Assembly are to be adequately informed relative to the over-all State highway picture, it is necessary to present to the General Assembly a complete review of the status of the several systems at each ninety-day session thereafter.

The following report, required by Legislative mandate, is confined to the State Secondary System of Highways as adopted by action of the State Roads Commission in July 1960 and as delineated on the 1961 issue of the Tourist Map published by the State Roads Commission. It consists of a detailed review of every State secondary highway with the objective of determining the total needs requirements of the System. All of the State secondary highways in each county are reviewed individually on data sheets which follow the written report and which are explained on Page 3 under "Determination of Needs of the Secondary System." Opposite the data sheets are a map and two transparent overlays for each county. The base map shows the State secondary highway system within the respective county as recommended by this study. The recommended improvements thereto are shown on the first overlay, and the roads recommended for transfer from the State Roads Commission to other jurisdictions are shown on the second overlay. Details of the study are described in the written material which follows.

CLASSIFICATION OF HIGHWAY SYSTEMS

There now exist more than 20,000 miles of highways, roads and streets in the State of Maryland, of which 4,750 miles are in the State highway system, 13,810 miles are in the systems of the twenty-three counties, 1,450 miles are municipally owned, (excluding Baltimore City) and nineteen miles are federally maintained. These roads are of every character and description but each has a distinct position in the fulfillment of the traffic needs of the public. It is, therefore, possible to classify each road as to its function, as to the type of service it provides, and as to the agency or political sub-division which should be responsible for its maintenance. The following classification system permits a grouping of all highways that give similar service that they may be maintained and improved on an equivalent basis. It also permits the establishment of a financing plan suitable to each system's needs.

The National System of Interstate and Defense Highways

This system, when completed, will comprise approximately 354 miles of freeway type highways which will be a part of the 41,000 mile federal network connecting the principal metropolitan areas and industrial centers of the country to serve national defense, interstate and intercontinental travel. Although the construction of these highways is financed primarily by the Federal Government, the maintenance of this system, presently, will be the sole responsibility of the State.

The State Primary System

This system, by historical precedence, comprises the main arterial highways interconnecting Baltimore City and the County Seat of each of the twenty-three counties. This definition has been continued but the system has been expanded to include other highways forming important interstate and intra-state connections where warranted by land use and economic development. At present, 1,540 miles of highways are included in this system, all of which are maintained by the State.

The State Secondary System

State secondary highways are those which tie together towns and villages within a county and adjacent counties. They collect traffic from several local access roads and connect them to a primary highway or with the nearest town. They provide access to important industrial, recreational and defense centers not located on highways of the primary system. In general, this system, which is maintained by the State, comprises those additional State highways required to provide a completely integrated and well connected system of highways having regional significance and which form a logical extension to the State primary system.

The County Road Systems

These systems, under the respective jurisdiction of each of the twenty-three counties, comprise those roads which are publicly owned and maintained by the county. They are roads that primarily service those who reside adjacent to them, that are of a "farm to market" nature, or that provide local service only. Also included are residential roads and streets of developments and unincorporated towns.

The Municipal Systems

These systems exist within each incorporated town and city and include all the roads and streets within their respective boundaries that are not part of any other system. They are maintained by the respective individual municipality.

The "Other Public" Road System

This system comprises those roads which are open to unrestricted public use, but which are not officially acknowledged as a part of the State, County, or Municipal Systems.

The Private Road System

This system comprises roads that may serve one or more properties, but are recognized as privately serving these properties and can, by action of the property owners, be closed or excluded from public use.

ESTABLISHMENT OF THE RECOMMENDED SECONDARY SYSTEM

The State secondary highway system as it now exists is shown on Plate 1. It is apparent that the present system lacks continuity and that it does not fully comply with the definition of a secondary highway system as previously described. As new highways and modifications to existing facilities have been completed, the old roads and/or segments of roads, which actually no longer fit the characteristics of a State highway, have, in most cases, remained in the State system. Further, many transfers from the county systems to the State system have transpired prior to the establishment of a planning unit within the State Roads Commission and which, on the basis of comprehensive planning, land use, development and travel patterns do not provide the characteristic service of a State highway. Conversely, many county and municipally owned roads have changed in character so as to merit inclusion in the State system and should be reclassified.

Guided by the definitions of the several classifications of highway systems, the entire State secondary system as it now exists was reviewed to ascertain whether or not each section meets the State-wide characteristics required of it and also whether the system, in conjunction with the primary and interstate highways, forms a completely integrated network providing adequate movement of traffic between cities and counties and defense, commercial, industrial, marketing, and recreational centers. The present county and municipal systems were also reviewed to determine the segments of their systems which meet the criteria and should be transferred to the State system. Planned future construction through 1965 and its impact on the roads in the secondary system also was considered in this review. The roads presently in the State highway system that do not meet secondary road requirements should be transferred to the local governmental body under whose jurisdiction the facility belongs and, conversely, those roads and streets presently under the jurisdiction of local governments that meet State-wide characteristics should be transferred to the State highway system. The resultant recommended system of State secondary highways is shown on Plate 2.

The roads recommended for transfer both out of the State system and into the State system are shown in detail on the maps and charts for each county which follow in this report. Many of these recommended transfer roads are deficient either in roadbed width, pavement condition, or geometrics (line, grade, curvature); therefore, improvements are necessary to these highways regardless of whether or not they are transferred, and standards in keeping with the local nature of these highways were established for evaluating the cost of their improvement.

Local governments have already agreed to accept many of the secondary highways recommended for transfer but final execution of the transfer is contingent upon either the improvement of the road being transferred, the completion of another project, or acceptance by the State of an equivalent local road. There is also a large group of roads recommended for transfer which should be transferred only upon the completion of the new parallel highway planned for construction. All remaining roads recommended for transfer, which are not contingent upon previous agreement stipulations or upon new construction, should be negotiated for transfer as soon as practicable. The State secondary highway system should be reviewed annually to insure that all segments of the system will function in accordance with their classification.

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TABLE 1

DESIGN STANDARDS MARYLAND'S STATE SECONDARY HIGHWAY SYSTEM BY TERRAIN AND BY PROJECTED 1975 TRAFFIC VOLUMES

		<1,000 Rollin	VPD g Mts.		00–2,499 Rollin			.99–4,999 Rolling			00–8,999 Rolling			00–19,999 Rolling			20,000 Rolling	
Minimum Design Speed-mph	40	35	30	40	35	30	45	40	35	50	45	40	55	50	45	60	55	50
Desirable Design Speed—mph	60	55	50	60	55	50	70	60	50	70	60	50	70	60	50	70	60	50
Maximum Degree of Curvature (Min. Design Speed)	11°	16°	21°	11°	16°	21°	9°	11°	16°	6°	9°	11°	5°	6°	9°	4°	5°	6°
Desirable Degree of Curvature	5°	6°	7°	4°	6°	7°	2°	3°	5°	2°	3°	5°	2°.	3°	5°	2°	3°	5°
Maximum % of Grade	5%	7%	10%	5%	6%	8%	5%	6%	8%	4%	5%	7%	3%	4%	6%	3%	4%	6%
Desirable Max. % of Grade	3%	5%	6%	3%	4%	6%	3%	4%	6%	3%	4%	5%	3%	4%	5%	3%	4%	5%
Min. Non-Passing Sight Distance Des. Non-Passing Sight Distance		240 415	200 350	275 475	240 415	200 350	315 600	275 475	240 350	350 600	315 475	275 503	415 600	350 475	315 350	475 600	415 475	350 350
Width of Pavement (Min.)	20	20	20	22	22	22		24			24			2-24			2-24	
(Des.)	22	22	22	24	24	24												
Width of Roadbed (Min.)	32	32	32	36	36	32	40	38	36	44	44	40	P	AVEM	ENTS, N	MEDIAN	1 &	
(Des.)	42	42	38	44	44	44	44	44	44	44	44	44		S	SHOULD	ERS		
Clear Width of Structures (Minimum)	28	28	28							ROADBE	ED WII	OTH						
Vertical Clearance of Structures (Min. over Secondary Roads)								14'-	6"									
Vertical Clearance of Structures*								16′-	0"									
Bridge Design Load (AASHO)	H	–15 S	-12					H-20	S-16									
Width of Right of Way (Min.)**	80	80	80	80	80	80	80	80	80	80	80	80			100			
(Des.)	100	100	100	100	100	100	120	120	120	150	150	150	200′ -	+ Cont	rol wher	re req'd.		

^{*} Horizontal clearance where Secondary Road passes over an Interstate or Primary Road will be governed by criteria of said highway.

** Exceptions to certain design standards, particularly width of R/W, may be required in the case of roads thru built-up areas where property values would be of an order to prevent following desirable and sometimes minimum standards.

METHOD OF REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM

The recommended State secondary highway system outlined herein has been established after a review of pertinent statistical and factual data; a careful field inspection of the highways in each of the twenty-three counties of the State; comprehensive studies and conferences between the consultant's staff, staff members and District Engineers of the State Roads Commission and local planning authorities. It is believed that the system, as recommended, adequately meets the needs and requirements for both the present and near future and is well integrated with other systems to form a complete highway network; however, there are so many factors that affect highway usage and needs that it is not within the realm of highway administrators, planners and engineers to state definitely that a system of highways, planned today to meet present and future requirements, will always meet these needs a few years in the future. That such assurance is not warranted is evidenced by past experiences in Maryland and in many other states.

Changes in travel habits are inspired by new highway facilities and by constant changes in land use and development. The highways themselves attract new developments — industrial, commercial, residential, business and recreational. In turn, these developments affect the relative importance of each individual highway within the system, some more and others less important than anticipated. This requires constant vigilance to keep the highway systems adequate and in proper balance to meet these changes in future needs.

Toward this end, it is essential that the closest cooperation possible be maintained between the county and municipal officials on the one hand and the State Roads Commission on the other. The State Roads Commission has recently initiated an annual series of planning and programming conferences wherein the local governing bodies, regional planning bodies, and utilities are apprized of planning and programming activities well in advance of actual construction. In turn, these bodies should keep the State Roads Commission advised of any and all land use changes; zoning requirements and changes; location, extent and nature of authorized residential, commercial and industrial development and expansion; highway development; installation of new public utilities and any proposed extensions or expansion of existing utilities that may affect existing or planned State highways; and any extensions to or expansion of mass transportation facilities, including airfields. This is of such great importance to the proper development of highways on a State-wide basis that a permanent liaison between the State Roads Commission and other political jurisdictions should be effectively maintained.

It is essential also that the State Roads Commission continue to maintain close liaison and close cooperation with the District of Columbia, Delaware, Pennsylvania, Virginia and West Virginia on all matters pertaining to highway development. Maryland must be apprized of their plans and they, in turn, must be advised of Maryland's.

Provision should be made for a continuous inventory of all State and county highways within each county. This should be maintained on a schedule of no less than four counties per year. In a similar manner, the recently developed sufficiency ratings should be kept up to date so that they will properly portray the relative condition of all roads on the State system of highways.

Where a new facility is built on relocation to replace an existing highway, which still remains a public road, traffic counts should be maintained on both highways. It is most important that traffic counts be made and continued, not only on the new facilities but on all feeder or lesser roads in the area in which travel may be affected by the new facilities. In this manner, a picture may be obtained of the change in travel habits attributed directly or indirectly to the new facility or the modernization of existing roads.

All counties and municipalities should be urged to provide for and maintain continuous traffic counts on the roads and streets of primary and secondary importance. Traffic guesses on these systems are no longer satisfactory. The State Roads Commission can assist or provide guidance in establishing the network of traffic count stations and a method can be provided for the exchange of traffic data between the State Roads Commission and local governing bodies. Counties should be encouraged to take advantage of the availability of federal monies allocated for planning.

The metropolitan counties and the larger municipalities should be urged to provide photogrammetry of the proper scale, to furnish maps of their respective areas and that these maps be kept reasonably up to date.

Finally, there is only a certain mileage of highways that the State can afford to own and maintain in perpetuity. It is urgent, therefore, that, in planning further development of the highway systems, the new facility be located in close proximity to the existing highway that the mileage of the latter may be absorbed by the construction of the facility, transferred to other jurisdictions, or completely closed to traffic. The growth of traffic in many areas of the State is such that new highways will be required. These highways will generally be additions to existing roads of primary importance and may initially be a part of the State secondary system but, upon completion, may be transferred to the State primary system.

These things, combined with an annual review of the status of the system and the entire construction program once it has been initiated, are essential to assure the fulfillment and perpetuation of an adequate State secondary highway system.

FORECASTS

Total travel over Maryland's highways in 1960 approximated 10.7 billion miles. This travel is expected to increase considerably during the years ahead. Chart 1 shows the projected percentage increases in travel, motor vehicle registrations, and population.

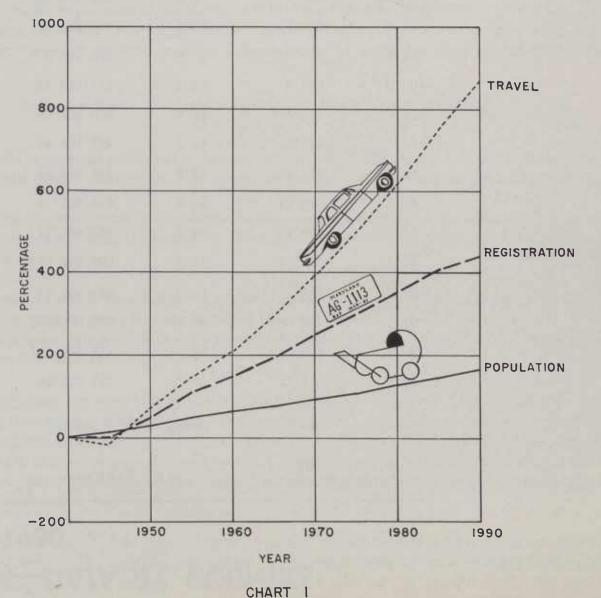
Maryland's population, which totaled 1.8 million in 1940, has now grown to over 3 million and forecasts

indicate that it will be increased by another half million by 1970.

Registration of motor vehicles in Maryland has grown from 445,000 vehicles in 1940 to over 1.1 million in 1960. It is estimated that, by 1970, 1.6 million vehicles of all types will be registered in the State. The travel on our highways is expected to increase at an even greater rate with 18.6 billion miles expected in 1970 as compared with 10.7 billion miles in 1960 and 3.8 billion in 1940.

These forecasts imply Maryland must plan ahead to handle the huge increases in motor vehicle registration and travel indicated. Each county will benefit from the anticipated growth if an integrated network of adequate highways is provided, for it is now fully recognized that economic growth is synonymous with an

adequate transportation system.



PROJECTED INCREASES IN TRAVEL, MOTOR REGISTRATION AND POPULATION.

STATE SECONDARY HIGHWAY SYSTEM—DATA BY COUNTIES
AS OF JANUARY—1960

COUNTY	MIL	EAGE	SQUARE '	YARDS	VEHICLE	MILES	MOTOR V REGISTR	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Allegany	58.17	2.04	727,160	2.20	43,522,552	2.47	33,238	3.87
Anne Arundel	197.76	6.92	2,603,942	7.88	267,393,377	15.16	69,204	8.06
Baltimore	186.68	6.53	2,313,503	7.00	215,000,618	12.19	190,231	22.16
Calvert	59.55	2.09	645,629	1.95	15,595,839	0.88	5,793	0.67
Caroline	84.43	2.96	1,004,267	3.04	25,846,960	1.47	10,577	1.23
Carroll	93.58	3.28	1,015,776	3.07	47,299,076	2.68	24,963	2.92
Cecil	122.93	4.31	1,427,451	4.32	57,508,919	3.26	17,970	2.09
Charles	148.51	5.20	1,634,734	4.95	39,379,564	2.23	12,318	1.44
Dorchester	111.19	3.89	1,305,798	3.95	44,904,528	2.55	12,818	1.49
Frederick	176.17	6.17	1,950,431	5.90	87,208,026	4.94	29,751	3.47
Garrett	85.31	2.99	909,318	2.75	21,170,177	1.20	8,269	0.96
Harford	198.46	6.95	2,155,826	6.52	108,554,746	6.15	29,081	3.39
Howard	93.50	3.27	1,068,442	3.23	45,562,551	2.58	15,220	1.77
Kent	142.03	4.97	1,528,320	4.62	38,731,503	2.20	7,338	0.85
Montgomery	216.54	7.57	2,463,061	7.45	221,932,889	12.58	144,049	16.79
Prince George's	160.84	5.63	1,962,657	5.94	196,156,243	11.12	139,873	16.31
Queen Anne's	104.62	3.66	1,185,699	3.59	25,075,425	1.42	7,387	0.86
St. Mary's	138.58	4.85	1,568,131	4.74	49,778,946	2.82	10,910	1.27
Somerset	67.70	2.37	753,892	2.28	20,499,586	1.16	7,130	0.83
Talbot	84.00	2.94	1,020,895	3.09	47,255,357	2.68	10,648	1.24
Washington	155.50	5.45	1,864,312	5.64	79,952,968	4.53	37,634	4.38
Wicomico	86.45	3.03	1,022,654	3.10	41,942,655	2.38	22,756	2.65
Worcester	82.89	2.93	921,050	2.79	23,726,587	1.35	11,118	1.30
TOTALS	2855.39	100.00	33,052,948	100.00	1,763,999,092	100.00	858,276	100.00

STATE SECONDARY HIGHWAY SYSTEM—DATA BY COUNTIES
AS OF JANUARY—1960

COUNTY	MIL	EAGE	SQUARE	YARDS	VEHICLE 1	MILES	MOTOR V REGISTR	
	Number	Percent	Number	Percent	Number	Percent	Number	Percen
Allegany	58.17	2.04	727,160	2.20	43,522,552	2.47	33,238	3.87
Anne Arundel	197.76	6.92	2,603,942	7.88	267,393,377	15.16	69,204	8.00
Baltimore	186.68	6.53	2,313,503	7.00	215,000,618	12.19	190,231	22.1
Calvert	59.55	2.09	645,629	1.95	15,595,839	0.88	5,793	0.6
Caroline	84.43	2.96	1,004,267	3.04	25,846,960	1.47	10,577	1.2
Carroll	93.58	3.28	1,015,776	3.07	47,299,076	2.68	24,963	2.9
Cecil	122.93	4.31	1,427,451	4.32	57,508,919	3.26	17,970	2.0
Charles	148.51	5.20	1,634,734	4.95	39,379,564	2.23	12,318	1.4
Dorchester	111.19	3.89	1,305,798	3.95	44,904,528	2.55	12,818	1.4
Frederick	176.17	6.17	1,950,431	5.90	87,208,026	4.94	29,751	3.4
Garrett	85.31	2.99	909,318	2.75	21,170,177	1.20	8,269	0.9
Harford	198.46	6.95	2,155,826	6.52	108,554,746	6.15	29,081	3.3
Howard	93.50	3.27	1,068,442	3.23	45,562,551	2.58	15,220	1.7
Kent	142.03	4.97	1,528,320	4.62	38,731,503	2.20	7,338	0.8
Montgomery	216.54	7.57	2,463,061	7.45	221,932,889	12.58	144,049	16.
Prince George's	160.84	5.63	1,962,657	5.94	196,156,243	11.12	139,873	16.3
Queen Anne's	104.62	3.66	1,185,699	3.59	25,075,425	1.42	7,387	0.
St. Mary's	138.58	4.85	1,568,131	4.74	49,778,946	2.82	10,910	1.
Somerset	67.70	2.37	753,892	2.28	20,499,586	1.16	7,130	0.
Talbot	84.00	2.94	1,020,895	3.09	47,255,357	2.68	10,648	1.
Washington	155.50	5.45	1,864,312	5.64	79,952,968	4.53	37,634	4.
Wicomico	86.45	3.03	1,022,654	3.10	41,942,655	2.38	22,756	2.
Worcester	82.89	2.93	921,050	2.79	23,726,587	1.35	11,118	1.
TOTALS	2855.39	100.00	33,052,948	100.00	1,763,999,092	100.00	858,276	100.

METHODS OF ALLOCATION OF FUNDS FOR STATE SECONDARY HIGHWAYS

Once the needed improvements to the State Secondary System of Highways have been determined, it is desirable to establish a fair method of allocating funds for the completion of these improvements on a county basis. A review of methods employed by many other states does not indicate a definite trend of procedure.

At present, in Maryland, there is no existing formula for the allocation of funds for State secondary highway improvements. The practice, respecting the allocation of motor vehicle revenues to the individual county governments for their use, is to allocate funds to the county in the ratio that the mileage of county roads in that one county bears to the total mileage of county roads for all twenty-three counties. That this mileage-ratio principle of allocation would not be a fair method for allocating funds for the improvement of the State Secondary System is evidenced by the wide difference existing between counties with respect to the mileages of roads for various widths.

In twelve counties — Baltimore, Calvert, Carroll, Charles, Frederick, Garrett, Harford, Kent, Montgomery, St. Mary's, Somerset and Worcester — aggregating a total of 1,596 miles of State highways, 60% of the mileage is under twenty feet in width.

In four counties — Cecil, Prince George's, Queen Anne's and Washington — aggregating a total of 544 miles of State highways, approximately 50% of the mileage is under twenty feet in width.

In seven counties — Allegany, Anne Arundel, Caroline, Dorchester, Howard, Talbot and Wicomico—aggregating 716 miles of State highways, only 36% of the mileage is under twenty feet in width. In this group, Allegany, with 16%, has the least mileage under twenty feet and Anne Arundel, with 31%, has the highest. The mileages in percentages in each case apply to the State secondary system as of January 1, 1960.

A fair formula would be one based on vehicle miles of travel made on roads of each highway system of the State by owners of motor vehicles in each county and municipality, and the fees paid by each of these groups by jurisdictional registration. This information is not presently available and has not been available since the comprehensive study by the State-wide Highway Planning Survey, 1936-1939. To obtain the data for such an allocation formula will require information on:

- 1. Motor vehicle registration by:
 - a. Counties,
 - b. Incorporated towns in the counties,
 - c. Baltimore City,
 - d. State.
- 2. Fees paid by motor vehicle owners residing in:
 - a. Each county,
 - b. Each town within each county,
 - c. Baltimore City,
 - d. State.
- 3. Vehicle miles of travel on county roads of each county, on streets of each municipality in each county, on primary and secondary streets of Baltimore City, and on roads of each of the State highway systems by:
 - a. Motor vehicles registered in Baltimore City,
 - b. Motor vehicles registered in each county,
 - c. Motor vehicles registered in each town of each county.

- 4. Average daily traffic on each road in each road system county, municipal, and State.
- 5. Miles and square yards of each road in each system.

Until such time as this information is available, a formula could be used which considers the following factors:

- 1. Square yards of surfacing; or, mileages converted into equivalent miles of roads of a specified width.
- 2. Vehicle miles average vehicle miles of travel per twenty-four hour period, or annual total vehicle miles.
- 3. Motor vehicle registration Although population is considered by some states, it is thought that vehicle registration reflects population and can, therefore, be ignored.

The total mileage, square yards of surfacing, vehicle miles, and 1960 motor vehicle registration, together with their respective percentages, are shown in Table 2 for each individual county. On the basis of the factors recommended above and using the percentages given in Table 2, the following formula has been found to produce factors which are both practical and fair for the allocation of funds to each of the twenty-three counties.

$$\frac{\% \text{ Square Yards}}{3} + \frac{\% \text{ Vehicle Miles}}{3} + \frac{\% \text{ Motor Vehicle Registration}}{3} = \text{Factor}$$

This formula is not fault-proof, but it does provide for the allocation of funds, generally speaking, proportionate to the needs requirements of the respective counties as determined by this study.

The Virginia Department of Highways in 1960 adopted a formula for the allocation of funds to each of ninety-seven counties using the factors of: (1) Area in square miles, (2) Population, (3) Road mileage, and (4) Vehicle miles.

To prepare a formula that will prove equitable in all cases is difficult to say the least with human nature the way it is. It is seriously thought, however, that any formula developed for an equitable distribution of funds on a political sub-division basis for the development of the State secondary system of highways should primarily reflect NEEDS.

Recently, there has been developed a procedure for the determination of the present status of highways indicating their relative inadequacies, known as "sufficiency rating." It is not fault-proof or a cure-all and does not indicate what needs to be done to improve the highway. Although the use of sufficiency ratings is not infallible, they do provide the basis for the development of a program of orderly improvement of roads on basis of needs. When the sufficiency ratings are brought up to date, they could, accordingly, be applied to the State secondary highway system.

In this report, priority of improvements by county and State-wide rank is given for each road on the recommended State secondary highway system. These priorities have been determined from a priority index developed as previously described. They also provide a basis for the immediate allocation of funds on an equitable basis for the improvement of the State secondary highway system, and they, perhaps, represent the most practical method.

SUMMARY OF MILEAGES AND COSTS BY COUNTIES AND BY DISTRICTS

COUNTY &	TOTAL MILEAGE RECOM- MENDED	CONSTRU	CTION NEEDS	NOR- MAL MAINT.	TRA	OMMENDED NSFERS TO STATE	TRANSF	MENDED ERS FROM ATE
DISTRICT	SECOND- ARY SYSTEM	MILE- AGE	TOTAL COST	MILE- AGE	MILE- AGE	TOTAL COST	MILE- AGE	TOTAL COST
District No. 1								
Dorchester Somerset Wicomico Worcester	35.55 74.85	67.29 34.21 54.67 55.91	\$ 5,730,100 1,715,300 3,266,500 4,250,200	34.92 1.34 20.18 7.10		 \$ 555,300	11.57 33.74 13.80 21.16	\$ 162,000 115,800 337,300 88,800
Sub Total	283.10	212.08	14,962,100	63.54	7.48	555,300	80.27	703,900
District No. 2 Caroline Cecil Kent Queen Annes Talbot Sub Total	64.55 82.07 73.56 60.57	52.12 51.89 61.49 52.47 50.27 268.24	3,157,800 5,028,200 3,376,500 3,973,900 2,900,000 18,436,400	9.63 12.66 20.58 13.27 9.30 65.44	7.82 1.00 8.82	789,700 63,000 852,700	22.99 63.18 65.62 39.81 32.10 223.70	218,700 459,600 463,200 190,500 25,400 1,357,400
District No. 3 Montgomery Prince Georges		158.54 120.15	29,115,000 39,894,100	9.87 7.27	5.05 2.66	261,800 323,400	84.75 56.95	1,877,100 1,932,500
Sub Total	. 303.54	278.69	69,009,100	17.14	7.71	585,200	141.70	3,809,600
District No. 4 Baltimore Harford	. 165.33	72.85 135.99 208.84	19,408,100 26,040,000 \$45,448,100	1.07 29.14 30.21	15.50 0.20 15.70	2,138,000 45,000 \$2,183,000	130.03 66.69 196.72	2,507,000 538,400 \$3,045,400
Sub Total	. 254.75	200.04	φ43,446,100	30.21	15.70	φ2,103,000	190.72	φ, (το, του

COUNTY &	TOTAL MILEAGE RECOM- MENDED	CONSTRU	CTION NEEDS	NOR- MAL MAINT.	TRA	OMMENDED NSFERS TO STATE	TRANSF	MENDED ERS FROM ATE
DISTRICT	SECOND- ARY SYSTEM	MILE- AGE	TOTAL COST	MILE- AGE	MILE- AGE	TOTAL COST	MILE- AGE	TOTAL COST
D: : M 5								
District No. 5	4.64.00	1 42 22 4		12.06	6 11	¢ 005 600	79.20	\$ 828,900
Anne Arundel			\$ 32,635,500	12.96	6.11	\$ 985,600	9.05	249,600
Calvert		34.56	3,021,300	13.39			48.43	784,400
Charles		73.15	8,273,700	31.90			39.75	690,000
St. Mary's	98.83	61.92	6,068,300	36.91			39.13	090,000
Sub Total	413.12	311.85	49,998,800	95.16	6.11	985,600	176.43	2,552,900
District No. 6								
Allegany	48.54	34.70	9.769,300	13.04	0.80	90,000	20.13	86,100
Garrett		70.19	8,070,400	10.40	_	_	6.09	_
Washington	133.76	97.18	13,182,200	34.42	2.16	599,400	36.48	489,00
Sub Total	262.89	202.07	31,021,900	57.86	2.96	689,400	62.70	575,100
District No. 7								
Carroll	79.39	57.48	12,998,200	21.70	0.21	42,000	54.73	574,80
Frederick	99.04	87.86	15,828,100	8.98	2.20	305,900	97.15	778,40
Howard	60.66	44.04	9,184,100	16.32	0.30		66.74	376,40
Sub Total	239.09	189.38	38,010,400	47.00	2.71	347,900	218.62	1,729,60
State Totals	2098.99	1671.15	\$266,886,800	376.35	51.49	\$6,199,100	1,100.14	\$13,773,90

CONCLUSION

This review and appraisal of the State Secondary Highway System has set forth the needs of the system and, at the same time, has unitized it through suggested transfers. It is believed that the system as recommended will be adequate through 1975. Table 3 summarizes, by county and by district, the mileages and costs for the four categories of recommendations detailed on the county data sheets.

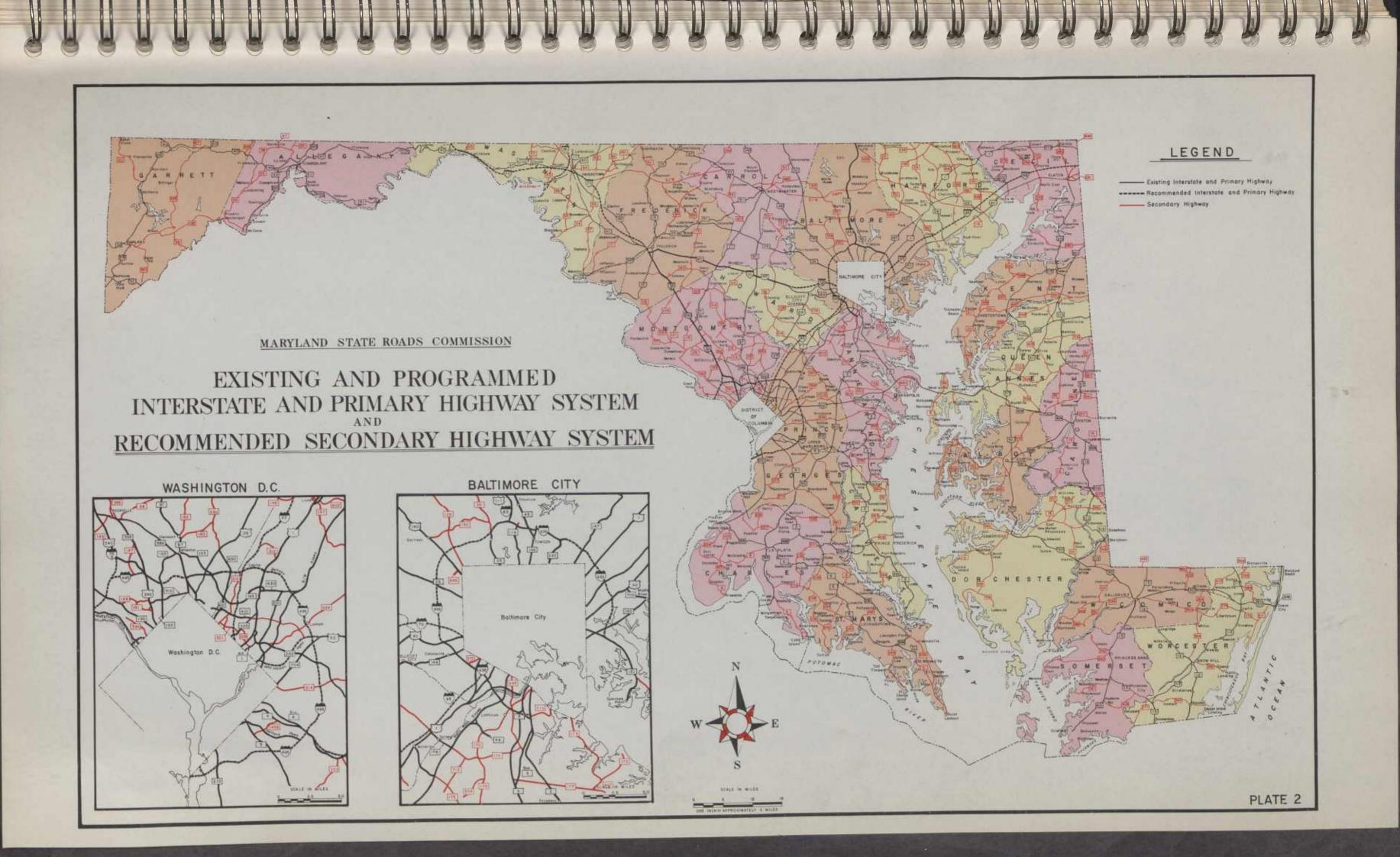
No attempt has been made to establish construction periods inasmuch as financing plans are an unknown quantity at this time. At the 1960 session of the General Assembly, the State Roads Commission advised that only \$40,000,000 would be available for secondary projects during the period July 1960-June 1965; \$8,000,000 per annum. When the authorized highway construction bond funds are fully encumbered at the end of this period, there should be available approximately \$16,500,000 of State Tax Revenues in fiscal year 1966 for construction on all State systems — that is, on the interstate, the primary, and the secondary. If the use of \$8,000,000 of construction funds on State secondary roads could be continued annually, thus extending the existing amount for an indefinite time, the State secondary highway improvements would be stretched out for over 35 years, and this makes no provision for obsolescence.

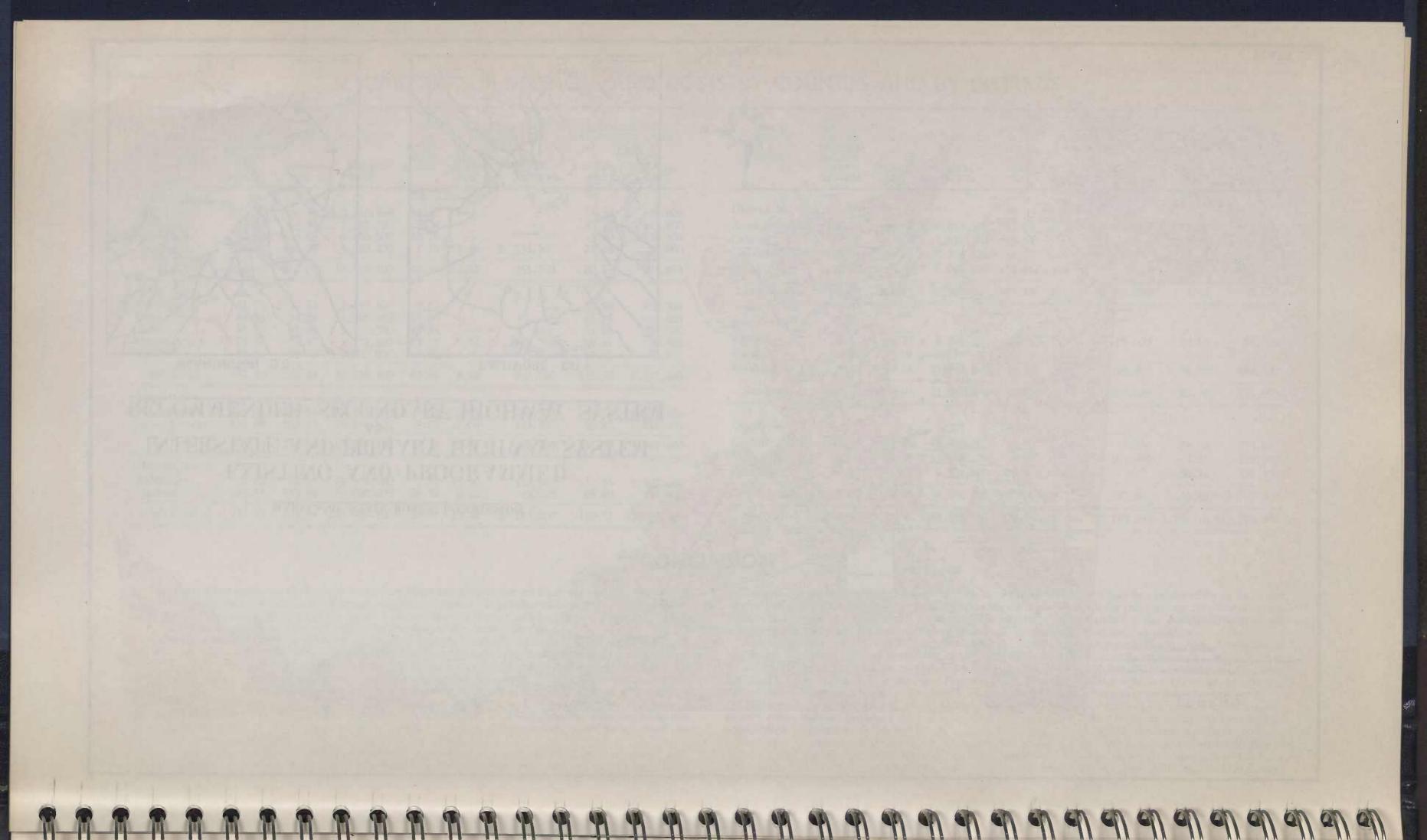
Any construction program adopted for the improvement of the State Secondary System will, of necessity, spread the improvements over many years. It is important, however, that the system be kept in a serviceable condition and it, therefore, may be necessary to perform interim improvements to some highways prior to

the complete recommended rehabilitation. Such stop-gap improvements may be performed by or under the supervision of maintenance forces provided that funds are made available for this purpose. Interim improvements can be held to a minimum by assigning the shortest possible time for the accomplishment of the Secondary Highway System construction program and by initiating it as soon as possible.

The maximum period that should be allowed for the construction program is fifteen years. A program of this length would require that approximately \$20,000,000 be expended annually on construction of the State Secondary Highway System alone and, for such an extensive period, a \$10,000,000 fund should be established for interim improvements. It is apparent, therefore, that increases in motor vehicle revenues are necessary if the secondary program is to be accomplished within this maximum fifteen year period.

The benefits to be derived from the completion of the State Secondary Highway System include: increase in real estate values; decreased cost of motor vehicle operation; time-saving in transportation; greater accessibility to public facilities and utilities; more advantageous and quicker marketing of farm products; better access to trading centers, educational centers, and social centers. The economic and social welfare of rural and urban areas are both contingent upon its completion. To delay means economic loss to the State of Maryland inasmuch as new industries and new businesses expect and are dependent upon good highways for the expedient and economical transportation of products and employees.





Route	Control			ank	Wide K		Т	RAFF	IC	E	STIMAT	ED COS	T	DEMARKS
No.	Section No.	LOCATION	Miles	Co. R	State Wide Rank	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way		
							NSTRU	JCTION	NEED	OS				
Md. 35	1-20	Md. 36 in Corriganville to Pennsylvania State Line	2.34	6	147	Widen, resurface, rehabilitate shldrs; modify curves; relocate @ town	1836	2400	4200	328,000	65,600	26,300	419,900 1	
Md. 36	1-52 1-23	0.5 mi. w. of Barrelville to Md. 638 at Eckhart Mines (US 40)	6.00	4		Relocation and Reconstruction.	2480	2325	4000	1,694,000	338,800	176,400	2,209,200 2	Transfer sections of old road to County.
Md. 36	1-24	US 40 in Frostburg to Md. 55 in Midland	5.11	7	153	Relocation and Reconstruction.	1911	2475	4300	1,150,000	230,000	25,600		Transfer sections of old road to County.
Md. 36	1-25	Md.55 in Midland to Extension of Md.657 in Lonaconing	3.00	3	93	Relocation and Reconstruction.	2581	3350	6000	750,000	150,000	175,000	1,075,000 4	Transfer sections of old road to County.
Md. 36	1-25	Extension of Md. 657 in Lonaconing to Co. Rd. 37 in Barton	3.21	8	164	Relocation and Reconstruction.	2581	3350	6000	803,000	160,600	106,000	1,069,600 5	Transfer sections of old road to County.
Md. 36	1-25	Co. Rd. 37 in Barton to north of Franklin	3.74	10	193	Relocation and Reconstruction.	1730	2250	4000	935,000	187,000	34,000	1,156,000 6	Transfer sections of old road to County.
Md. 36	1-26	North of Franklin to West Va. Line at Westernport	1.45	5	114	Relocation and Reconstruction.	3832	2925	5000	487,000	94,300	536,000	1,117,300 7	Transfer sections of old road to County.
Md. 47	1-27	Md. 36 in Barrelville to Pennsylvania State Line	1.66	9	192	Relocation.	1441	1450	2500	415,000	82,000	8,000	505,000 8	Transfer sections of old road to County.
Md. 55	1-31	US 40 in Clarysville to Md. 36 in Midland	5.54	14	589	Resurface.	1714	2350	4000	218,000	43,600	🗔	261,600 9	
Md. 135	1-32	Luke to West Limit of Westernport	0.55	12	546	Resurface.	2721	2800	5000	22,000	4,400		26,400 10	
Md. 135	1-32	West Limit of Westernport to East Limit of Westernport	0.88	2	18]	Resurf. 0.45 mi; relocate 0.43 mi; New bridge.	2370	2000	3500	216,500	43,300	55,000	314,800 11	
Md. 135	1-32	Md. 135A to E. R/W of US 220	0.44	13	556	Resurface.				17,600	3,500		21,100 12	
Md. 395	1-33	US 220 N. of Cumberland to Wolfe's Mill US 40	0.78	1	4]	Relocation	864	1275	2200	154,000	30,800	3,000	187,800 13	
]								14	
		Total	34.70		1	Totals				\$7,190,100	\$1,433,900	\$1,145,300	\$9,769,300 15	
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Route	Control Section			ank Wide	NO.		T	RAFF	IC	E		ED COS	T	REMARKS
Route No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total =	REMARKS
						RECOMMENDED FOR TRANS	SFER FF	ROM C	OTHER	JURISDIC	TIONS TO	STATE		
Ad. 135		Lee St. in Luke westerly to Garrett County Line.	0.80	11 481	1	Improve within existing R/W.	1296	550	1000	75,000	1		90,000 1	
Ext'n.					2								2	
		Total	0.80		3	Totals				\$75,000	\$15,000		\$90,000 3	
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Pouto	Control			ank	× Kide		COUNTION OF W	VORV	Т	RAFF	IC	I	ESTIMA	TED COS	Т	No.	REMARKS
Route No.	Section No.	LOCATION	Miles	Co. Rank	State	DES	CRIPTION OF V	VORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	KEMAKKS
							R	ECOMMENDED	FOR	NORM	IAL M	AINTENA	NCE				
Md. 36	1-51	US 40 @ Narrows to Md. 35 @ Corriganville	2.13						3217	4850	8417					1	
Md. 36		Md. 35 @ Corriganville to 0.5 mi. W of Md. 47 in Barrelville	3.61						2272	2375	4100	74				2	
Md. 135	التاتان المستحدد	E. Limit of Westernport to Md. 135A	4.37						2676	2625	4600					3	
Md.135A		Md. 135 near McCoole to US 220	0.80													4	
Md. 636	1-45	Md. 53 to US 220 @ Cresaptown	0.29						1717	2425	4200					5	
Md. 638	1-34	US 40 North 1.0 mi.	1.00							375	500					6	This section to become a portion of Md. 36
Md. 658	1-39	US 40 at Allegany Grove to Md. 53 at Winchester	0.80													7	To be constructed under thruway project.
Md. 942		Blue Bridge Changed to Geo. Washington Crossing														8	
																9	
		Total	13.04]											10	
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	1																
	 																
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Route	Control	LOCATION		lank Wide	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COS	Т	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	REMARKS
						RECOMMENDED FOR TRAN	ISFER F	ROM S	STATE	TO OTHE	R JURISDI	CTIONS		
Md. 49	1-29	Md. 53 @ Allegany Grove to W. Corp. Limits of Cumberland			1	Normal Maintenance								Transfer to County upon completion of Cumberland By-Pass.
Md. 36	1-26	W.Va. Line @ Westernport northward 1.45 mi. just past Franklin	1.45		2	Normal Maintenance								Transfer old road to County upon completion of new road.
US 40	1-6	N. Mechanics St. to Balto. Ave. in Cumberland	0.87		3	Normal Maintenance							:	Transfer to Cumberland.
US 36	1-52 1-23	0.5 mi. W. of Barrelville to US 40 in Frostburg	6.37		4	Normal Maintenance							/	Transfer to County after completion of relocated Md. 36.
US 638	1-34	1.0 mi. N. of US 40 to Md. 36	1.37		5	Normal Maintenance							;	Transfer to County after completion of relocated Md. 36.
Md. 135	1-32	E. R/W of US 220 to W. Md. Railroad Barricade	0.14		6	Normal Maintenance							(Transfer to County.
Md.144A	1-43	US 40 @ Martin Mt. to Road end	0.96		7	Normal Maintenance								Transfer to County.
Md.144B	1-43	US 40 to E. of Martin Mt. to Road end	0.12		8	Normal Maintenance							8	Transfer to County.
Md.144C	1-43	US 40 W. of Flintstone thru Co. 83 in Flintstone to road end	0.76		9	Normal Maintenance							9	Transfer to County.
Md.144D	1-9	US 40 E. of Flintstone easterly to road end	0.08		10	Normal Maintenance							10	Transfer to County.
Md.144E	1-9	Co. 105 @ Gilpin easterly to Barricade	1.06		11	Normal Maintenance							1	Transfer to County.
Md. 144F	1-9	Barricade to US 40 on E. Slope of Polish Mt.	0.39		12	Normal Maintenance								Transfer to County.
Md. 395	1-32	US 220 to US 40 @ Wolfes Mill	0.78		13	Normal Maintenance							1:	Transfer to County upon completion of new road.
Md. 638		Md. 734 @ Eckhart Mines to US 40	0.17		14	Normal Maintenance		375	700				1	Transfer to County.
Md. 657		Garrett Co. Line to Corp. Limits of Lonaconing	1.48		15	Improve within Existing R/W	683	975	1700	45,000	9,000			Transfer to County.
Md. 743	1-46	US 40 in Frostburg past Md. 36 to US 40	1.14		16	Resurface.				25,000	5,000		30,000 1	Transfer to County.
Md. 764	1-47	Front St. (Cumberland) from Henderson St. to Balto. Ave.	0.06		17	Resurface.				1,800	300			Transfer to Town of Cumberland.
Md.780D	1-48	US 40 to Washington County Line	0.20		18	Normal Maintenance								Transfer to County.
Md. 830	1-19	Two sections of old US 220 N. of McCoole	0.19		19	Normal Maintenance								Transfer to County.
MH. 831	1-44	Sects. of old Md. 36 between US 40 & 0.5 mi. W. of Barrelville	2.31		20	Normal Maintenance								Transfer to County.
Md. 951		Old sect. of Md. 53 N. of Cresaptown	0.23		21	Normal Maintenance								Transfer to County.
					22								2	
		Totals	20.13		23	Totals				\$71,800	\$14,300		\$86,100 2	
			II											

Route	Control			ank	- X	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COS	T g	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank	Ran	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total =	REMARKS
					100000		CO	NSTRU	ICTION	N NEED	S				
Md. 170	2-41	Md. 2 @ Balto. City Line to Md. 648 @ Linthicum	2.32	11	74	1	Widen and Resurface.	5298	7500	13,850	409,500	81,900	165,400	656,800 1	
Md. 170	2-42	Md. 648 @ Linthicum to Md. 46 @ Friendship	3.16	16	84		Widen and resurface for 1.56 mi. Construct 2nd lame for 1.60 mi.	3670	6100	10,614	588,500	117,700	80,400	786,600 2	
Md. 170	2-43	Md. 46 @ Friendship to Md. 176 @ Harmans	2.35	23	L05	3	Construct 2nd lane; Resurface existing lane; Modify bridges & Interchange.	2970	4650	8091	575,800	115,200		691,000 3	
Md. 170	2-130	Md. 176 @ Harmans to Md. 554 @ Severn	1.69	15	83	4	Construct 2nd lame; Resurface existing lame; Modify chamnelized Intersection.			Est 9500	323,000	64,600		387,600 4	
Md. 170	2-48	Md. 554 @ Severn to Md. 677 @ Odenton	3.79	17	85	5	Construct 2nd lane; Resurface existing lame; Modify channelized Intersection.		4725 5025	8000 9000	655,000	131,000	401,000	1,187,000 5	
Md. 173	2-48	Balto. City Line to Md. 607	5.97	9	51		Construct 2nd lame; Widen and resurface existing lame, construct two bridges.	4893 2454	11,900 9609	20,706 16,720	1,895,000	380,000	483,000	2,758,000 6	
Md. 173	2-49	Md. 607 at Jacobsville to End SPC Maint. at Fort Smallwood	3.03	35	232	L.	Widen & Resurface; Rehabilitate Shoulders.		2050	4000	197,000	39,000	87,000	323,000 7	
Md. 175	2-51	BaltoWashington Exp. to Md. 170 at Odenton	5.15	13	81	8	Construct 2nd lane 2.3 mi.; Widen and Resurface remainder.	1418	6600 7200	11,500 13,000	905,500	181,100	163,200	1,249,800 8	
Md. 175	2-52	Md. 170 at Odenton to Md. 3	3.28	32	215	9	Widen & Resurface; Rehabilitate shoulders; Relocate 1.0 mi.	2468 3372	2975 2700	5000 5000	294,000	59,000	182,000	535,000 9	Transfer sections of old road to County.
Md. 175 Ext.		Md. 3 to Gotts	3.50	6	37	10	Construct New Road.				853,000	171,000	232,000	1,256,000 10	
Md. 175 Ext.		Gotts to (Carrs Corner) Md. 450	5.00	2	8	11	Construct New Road.				855,000	171,000	200,000	1,226,000 11	
Md. 176	2-54	BaltoWashington Exp. to Md. 652 @ Twin Oaks	2.93	10	59		Construct 2nd lame; Resurface existing road; Construct bridges.	1869	8925	15,530	617,700	123,500	138,900	880,100 12	
Md. 176	2-55	Md. 652 @ Twin Oaks to Md. 648 @ Glen Burnie	2.96	14	82	13	Construct 2nd lane; Construct bridges; Resurface existing road.	1850	6100	10,614	550,800	110,200	148,000	809,000 13	
Md. 177 Ext.		Md. 3 (Glen Burnie Bypass) to Md. 2	3.90	3	12	14	Construct dual highway, grade separation structures & interchanges.				2,742,300	548,500	735,500	4,026,300 14	
Rel. Md. 177	2-56	Md. 2 @ Brookwood Farms to 1.3 mi. East of Md. 607 Ext.	5.56	7	46		Relocate - construct dual highway & tie to Md. 607	3855	11,275	20,000	1,945,000	390,000	408,000	2,743,000 15	Cost of Md. 607 Ext. included.
Md. 177	2-57	1.3 mi. East of Md. 607 Ext. to End SRC Maint. @ Gibson Island	5.47	42	322	16	Widen & Resurface; Rehabilitate Shoulders; Modify curves.		2200	3000	362,000	71,000	80,700	513,700 16	
Md. 181	2-60	Md. 788B Northerly to Adams St.				- 11	Reconstruct Urbon Street.				252,000	50,000	17,000	319,000 17	
Md. 214	2-61	Prince George Co. Line to Old Md. 424 in Davidsonville	2.80	54	567	18	Minor resurfacing.		2575	4000	56,000	11,200		67,200 18	
Md. 214		Old Md. 424 in Davidsonville to Relocated Md. 424	2.00	55	568	19	Minor resurfacing.		2575	4000	40,000	8,000		48,000 19	
Md. 214	2-61	Relocated Md. 424 to Md. 2	1.25	22	100	20	Construct 2nd Lame; Minor resurface existing lane.		4625	8000	209,000	41,800	41,000	291,800 20	
Md. 214		Md. 2 @ Steuarts Corner to Md. 468 at Collinson Corner	1.39	18	86	1 11	Construct 2nd Lame; Minor resurface existing lame.		5700	10,000	194,800	39,000	14,800	248,600 21	
Md. 214		Md. 468 at Collinson Corner to End SPC Maint. at Beverly Beach	4.16	19	91	22	Widen & Resurface; Modify Curves; Rehabilitate Shoulders.	1443 551	4225 1250	7000 2000	420,000	84,000	59,500	563,500 22	
Md. 255		Md. 2 N. of Mt. Zion to Md. 468					Relocation.	680	2325	4000	446,000	89,200	72,500	607,700 23	Transfer sections of old road to County.
Md. 255		Md. 468 to End SRC Maint. at Galesville	1.64	37	263	24	Widen & Resurface; Rehabilitate Shoulders.	680	2325	4000	67,500	13,500	50,000	131,000 24	
Md. 258	 	Md. 2 to Deale	2.70	4	15	25	Relocation.	792	1375	2000	735,000	147,000	50,000	933,400 25	Transfer sections of old road to County.
Md. 256		Deale to Md. 468	2.48	52	559	26	Minor resurface.	109	1375	3000	49,600	9,900		59,500 26	
Md. 258		Md. 416 at Bristol to Md. 2	4.11	5	16	L 51	Construct New Road.	1379	1275 1450	2000 3000	600,000	120,000	58,500	778,500 27	Transfer sections of old road to County.
Md. 261		Md. 2 to 1.64 mi. from Md. 2	1.64	31	212	28	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	457	425	700	128,000	26,000	74,000	228,000 28	
Md. 261		1.64 mi. from Md. 2 to 4.16 mi. East of Md. 2					Resurface.	457	425	700	63,000	12,600	45,000	120,600 29	
Md. 261		4.16 mi. East of Md. 2 to Calvert County Line	1.36	36	246	30	Widen & Resurface; Rehabilitate Shoulders.			700	95,000	19,000	233,000	347,000 30	
Md. 386		0.20 mi. W. of Md.648 in Severna Park to End SRC Maint.		1		-		353	625	1000	51,500	10,300	1,500	63,300 31	

AS OF 1-1-61

Route	Control			ank	Wide ×	No.	DESCRIPTION OF WORK	T	RAFF	IC	E	STIMAT	ED COS	T	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank	State V Ran	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	KEMAKKS
							CC	ONSTRU	CTION	NEEC)S	*			
M. 424	2-76	Md. 3 to Md. 450	2.43	57	579	1	Minor Resurface - 2nd Stage.	68 184	825 825	1500 1400	48,600	9,700		58,300 1	
Ad. 424	2-75	Md. 450 to 0.25 N. of A/W Expressway	2.35	_		2	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.		500	900	172,000	34,000	38,000	244,000 2	
/d. 424		0.88 S. of A/W Expressway to Md. 214	3.00	-		 	Relocation.	778	950	2000	560,000	112,000	55,000	727,000 3	
/d. 450	2-37	Md. 3 Eastward toward Md. 178 for 4.50 mi.	4.50	34	230	4	Reconstruct Portion; Remainder, Widen & Resurface; Modify Curves & Rehabilitate Shoulders.	2117	925		363,000	71,000	28,700	462,700 4	
Ad. 450	2-37	4.5 mi. from Md. 3 Eastward for 1.5 miles.	1.50				Widen & Resurface; Rehabilitate Shoulders; Modify Curves.			 -	114,500	23,000	4,300	141,800 5	
/d. 450		6.0 miles from Md. 3 to Md. 178	3.10	27	157	6	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	520	2050	3600	247,000	49,000	146,000	442,000 6	
	D+ 2-37	Md. 178 to W. Limits of Annapolis	0.78	1	3	7	Construct Dual Highway - 0.55 mi.; Construct Road - 0.23 mi.				270,000	54,000	135,000	459,000 7	
Md. 450	2-17	W. Limits of Annapolis to End Divided Highway	0.41	58	584	8	Resurface.				14,800	3,000		17,800 8	
/d. 450	2-17	End Divided Highway to Cherry Grove Ave.	0.76	59	588	9	Resurface.				25,000	5,000		30,000 9	
/d. 450	2-17	Cherry Grove Ave. to Taylor Ave. (old Division St.)	1			10	Resurface.				10,400	2,000		12,400 10	
M. 450	2-7	Md. 436 to SW End Severn River Bridge	-			1-1	Resurface.				11,300	2,300		13,600 11	
Vd. 450	2-6	Old Severn River Bridge					Resurface.				16,000	3,200		19,200 12	
Vid. 450	2-6	Severn River Bridge to .14 mi. N. of Manresa Entr.	1			1	Resurface.				56,000	11,000		67,000 13	
vd. 468	2-82	1.02 miles North of Md. 255 to Md. 255				1	Reconstruct 0.25 mi.; Widen and Resurface .77 miles.	975	1750	3000	80,000	16,000	17,000	113,000 14	
vid. 468	2-82	Md. 255 to End SRC Maint. at Shadyside					Reconstruct 2.51 mi.; Widen and Resurface 4.0 miles.	1208	2050	4000	560,000	110,000	268,000	940,000 15	
vd. 602		Prince Georges Co. Line to BaltoWashington Expressway	2.00			1 1	Resurface Existing Lane; Construct 2nd Lane.				549,000	110,000	160,000	819,000 16	
Vid. 602		BaltoWashington Expressway to End SRC Maint. @ Fort Meade	1			1 1	Minor Resurfacing.				37,400	7,500	~-	44,900 17	
Vid. 607	2-85	Md. 173 to Md. 177 @ Jacobsville					Construct Urban Section.		2850	5000	57,000	11,000	23,000	91,000 18	
Vid. 648		Balto. County Line to Md. 3 (Bus.) at	4.60		50		Widen & Resurface; Provide curb & gutter; Construct Intersection & Bridges.		15,125		1,237,800	247,600	164,800	1,650,200 19	
Md. 665		Md. 2 to End SRC Maint. S. of Eastport					Construct Intersection & Bridges. Const. 2nd Lame of Dual.		3725	6000	605,000	121,000		900,000 20	
Md. 710		Md. 2 to Balto. City Line @ Curtis Bay	-	1			Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	2155	5500	9370	278,000	55,600		401,100 21	
			-	1 I		1 1	Minor Resurfacing.	1327	2450	4263	49,600	9,900		59,500 22	
Md. 713		Md. 176 to 0.47 mi. S. of Md. 175						1027		4200					
Md.788B Ser.Rd.		Md. 665 to End SPC Maint. @ Md. 181					Widen & Resurface; Rehabilitate Shoulders.				39,400	7,900		56,000 23	
US 50	2-106	Revell Interchange to Bay Bridge	2.50±	60	593		Minor Resurfacing.				25,000	5,000		30,000 24	
						25			1	-				25	
		Total	142.22			26	Totals				\$22,603,300	\$4,518,900	\$5,513,300	\$32,635,500 26	
3										1					



Route	Control			ank Wide	No.		TR	AFFI	IC	E	STIMAT	ED COST		No.	DEMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	REMARKS
						RECOMMENDED FO	OR N	ORM	AL M	AINTENAN	NCE			1	
Md. 170 Spur	2-43	Spur between Md. 176 & Md. 170	0.20		1		-							1	
Md. 181		N. End Spa Creek bridge to Severn Ave. in Annapolis	0.26		2		- 12	2,600	22,000					2	
Md.214A	2-61	Spur W. of Md. 2 Md. 2 to Md. 214	0.65		3		-							3	
Md. 260	2-108	Calvert Co. Line to Calvert Co. Line near Owings	1.35		4		_	1775	3000					4	
MJ. 424	2-76	Md. 3 to Little Patuxent River	0.40		5		-							5	
Md. 424	2-76	.25 miles N. of A/W Expressway to 0.88 mile S. of A/W Expressway	1.13		6	778	78	950	2000					6	
Md. 450	2-6	.14 mi. N. of Manresa Ent. to Revell Interchange	0.60		7		-							7	
Md. 468	2-82	Md.214 at Collinson Corner to 1.02 mi.N. of Md.255	4.08		8	975	75	1750	3000					8	
Md. 553	2-113	Two Sections of Old Md. 2 at South River Bridge	0.64		9		-							9	
Md. 554	2-83	Md. 170 at Severn to End SRC Maint. at Fort Meade	2.54		10	2654	54	2325	4000					10	
Md.679A	2-96	Md. 3 in Glen Burnie to Md. 2 in Glen Burnie	0.09		11		-							11	
Md.679B	2-96	Md. 2 in Glen Burnie to Md. 678A in Glen Burnie	0.14		12		-							12	
Md. 777	2-118	Sandy Pt. Ferry Entrance	0.88		13		-							13	
					14									14	
		Total	12.96		15									15	
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Route	Control		T	ank	Nide	No.	DECORPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COS	Т	REMARKS
No.	Section No.	LOCATION	Miles	Co. R	State Wide Rank	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line
							RECOMMENDED FOR TRANS	SFER FI	ROM (OTHER	JURISDIC	TIONS TO	STATE		
Md. 32 Ext.		Boundary Ft. Meade to Howard Co. Line	1.3	29	168	1	Relocate Portion, Widen & resurface remainder.				152,000	31,000	29,000	212,000	1
New Md. 181		Severn Ave. via 6th St. to Bay Ridge Ave. and via Bay Ridge to Adams St. 6th St. and Bay Ridge Ave. via 6th St. and Chesapeake Ave. to Bay Ridge Ave.	0.37	50	549	2	Resurface.				9,300	1,900		11,200	2
New Md. 181		6th St. and Bay Ridge Ave. via 6th St. and Chesaneake Ave. to Bay Ridge Ave.	0.44	51	554	3	Resurface.				12,000	2,400		14,400	3
Md. 386 Ext.		1.03 miles W. of Md. 648 to Md. 3	3.6	40	309	4	Reconstruct 1.35 miles; Widen & Resurface, Rehabilitate Shoulders on remainder.	353	625	1000	301,000	60,000	212,000	573,000	4
Md. 386 Ext.		0.20 mi. W. of Md. 648 on Md. 386 to Md. 2	0.40	41	310	5	Reconstruction.				79,000	16,000	80,000	175,000	5
						6									6
		Total	6.11			7	Totals				\$553,300	\$111,300	\$321,000	\$985,600	7
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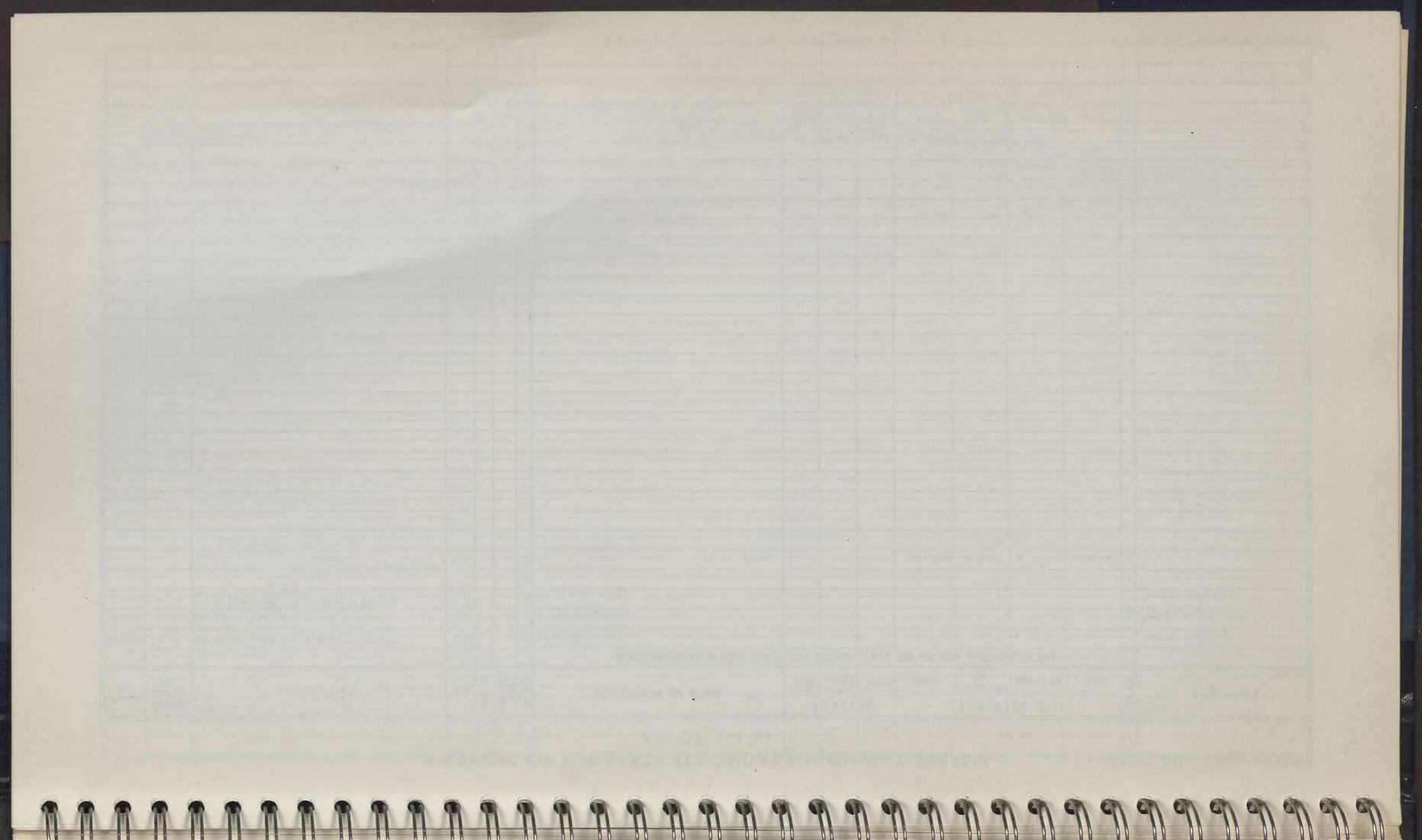
Route	Control Section	LOCATION	Miles	Rank	No	DESCRIPTION OF WORK	Т	RAFF	10	E	STIMAT	ED COST	No.	REMARKS
No.	No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total =	REMARKS
						RECOMMENDED FOR TR	ANSFER F	ROM	STATE 1	TO OTHE	R JURISDI	ICTIONS		
Md. 167	2-38	S. End Patapsco River Bridge to Md. 170	2.32		1	Normal Maintenance.	3880	5175	9005				1	Transfer to County.
Md. 168	2-39	Md. 648 at N. Linthicum to Md. 167	1.29		2	Normal Maintenance.	2357	4100	7134				2	Transfer to County.
Md. 169	2-40	Md. 167 to Md. 648 at Linthiaum	0.91		3	Improve Within Existing R/W.	1520	2425	4219	60,300	12,100		72,400 3	Transfer to County.
Ser.Rd. Md. 170	2-45	Service Rd. W. of Md. 270 and S. of Severn			4	Normal Maintenance.							4	Transfer to County.
Md. 171	2-46	Md. 2 @ Brooklyn Park to Balto. City Line	0.94		5	Minor Resurfacing.	3140	7725	13,442	10,000	2,000		12,000 5	Transfer to County.
Md. 172	2-47	Balto.City Line to End SPC Maint. @ Curtis Bay	0.06		6	Normal Maintenance.							6	Transfer to County.
Md. 174	2-50	Md. 3 (Bus.) at Glen Burnie to End SRC Maint.	1.20		7	Improve Within Existing R/W.	2177	2250	3915	4,900	1,000		5,900 7	Transfer to County.
Old Vd. 177	2-56	Md. 2 @ Brookwood Γarms to Co. Rd. 1.30 mi. East of Md. 607	5.56		8	Minor Resurfacing.	3855	1	20,000	50,500	10,100		60,600 8	Transfer to Co. after constr. of Dual Hwy Relocation & improvements
Md. 178	2-59	Md. 3 to Md. 450 W. of Parole (Not continuous - 0.29 mi. county rd.)	7.88		9	Improve Within Existing R/W.	1208 1800	2300 4075	4000 7000	56,000	11,200		67,200 9	Transfer to Co. upon compl. of Md. 175 Ext. & Relocated Md. 178.
Md.178A	2-58	Md. 178 to Md. 3 @ Dorr's Corner	0.24		10	Normal Maintenance.					** **		10	Transfer to County.
Md. 179	2-59	Md. 648 thru St. Margarets to US 50	2.77		11	Improve Within Existing R/W.		1150	2000	55,400	11,000		66,400 11	Transfer to County.
Wd.214B	2-61	East of Md. 2 - Md. 214 to Md. 253	0.34		12	Normal Maintenance.							12	Transfer to County.
vd. 216	2-63	3 Sections of Md. 216 E. of Laurel	2.04		13	Normal Maintenance.								Transfer to County.
Md. 253	2-64	Md. 2 thru Woodland Beach to Md. 214	1.63		14	Improve Within Existing R/W.	2638	2050	4000	26,400	5,300		31,700 14	Transfer to County.
Md. 256	2-66	Md. 778 to Deale	2.70		15	Normal Maintenance.							15	Transfer after constr. of relocation
Md. 259	2-68	Md. 4 at Greenock to Md. 416 at Bristol	2.69		18	Improve Within Existing R/W.		375	700	62,800	12,500		75,300 16	Transfer to County.
Md. 270	2-69	Md. 3(Bus.) @ Furnace Branch Rd. to Md. 648	2.14		17	Improve Within Existing R/W.	1994	5000	8700	15,000	3,000		18,000 17	Transfer to County.
Md. 386	2-71	0.20 mi. W. of Md. 648 to Md. 648	0.20		18	Normal Maintenance.							18	To County or Town.
Md. 387	2-72	Begin SRC Maint. near Md. 450 in Annapolis to End SRC Maint.	1.73		18	Improve Within Existing R/W.		1250	2000	45,000	9,000		54,000 19	Transfer to City of Annapolis.
Md. 393	2-9	Md. 450 at Parole to Md. 2	0.67		20	Minor Resurfacing.				10,000	2,000		12,000 20	Transfer to Annapolis.
Md. 422	2-73	Md. 4 and Md. 2 at Mt. Zion to End SRC Maint.	3.09		21	Improve Within Existing R/W.		325 400	600 700	67,800	13,500		81,300 21	Transfer to County.
Md. 423	2-74	Md. 2 to End SRC Maint. at Fairhaven	2.81		22	Improve Within Existing R/W.			900	65,200	13,000		78,200 22	Transfer to County.
Old Md. 424		0.88 mi. S. of A/W Expressway northerly to Barricade	0.42		23	Normal Maintenance.								Transfer to County.
Md. 424		0.88 mi, S. of A/W Expressway to Md. 214 at Davidsonville	2.50		24	Normal Maintenance.							24	Transfer after completion of relocated Md. 424
Md. 435	2-77	Md. 436 (Annapolis St.) to End SPC Maint. N. Rosedale St.	0.69		25	Improve Within Existing R/W.				18,000	3,600		21,600 25	Transfer to Annapolis.
Md. 436	2-78	End SRC Maint. to Md. 450 in Annapolis	1.36		26	Improve Within Existing R/W.				27,200	5,400		32,600 26	Transfer to City of Annapolis.
Vid. 437		Md.435 (Taylor Ave.) to Md.436 (Melvin Ave.)	0.20		27	Normal Maintenance.								To City of Annapolis.
Wd. 436		Old 436 to End SPC Maint.	0.37		-	Improve Within Existing R/W.				2,600	500			Transfer to City of Annapolis.
vid. 450		Md. 436 (Annapolis St.) to End SRC Maint. @ College Creek	0.28			Normal Maintenance.								To City of Annapolis.
Md. 465		Md. 178 to End SRC Maint.	1.40	/		Improve Within Existing R/W.		1000		9,800	2,000			Transfer to County.
Md. 468		Sections of Old Md. 468 between Collinson Corner and Md. 255	1.46		+	Normal Maintenance.								Transfer to County.

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Route	Control		T	ank	No.	DESCRIPTION OF WORK	Т	RAFF	10	E		ED COS	Т	No.	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Rar	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	KENIKKS
						RECOMMENDED FOR TRAN	SFER F	ROM	STATE	TO OTHE	R JURISD	ICTIONS			
Md.916A	2-121	Md. 167 to Road End N. of B/W Expressway	0.15		1	Normal Maintenance.								1	Transfer to County.
Md.916B		Md. 167 to Road End S. of B/W Expressway	0.14		2	Normal Maintenance.								2	Transfer to County.
Md. 917	2-122	Old section of Md. 175 (S. side of Md. 175) and E. of B/W Expressway	0.12		3	Normal Maintenance.								3	Transfer to County.
					4									4	
		Total	79.20		5	Totals				\$690,800	\$138,100	\$	\$828,900	5	
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Route	Control	10017101		Wide	No.	DESCRIPTION OF WORK	T	RAFF	IC	E	STIMAT	ED COS	T	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin, and Engr.	Right of Way	Total	REMARKS
						RECOMMENDED FOR TRAN	ISFER F	ROM	STATE	TO OTHER	R JURISDI	CTIONS		
d.483A	2-101	Md. 554 at Severn to Barricade E. side of Pa. R.R.	0.23		1	Improve Within Existing R/W.				1,600	300		1,900 1	Transfer to County.
d.483B		Barricade W. side Pa. R.R. at Severn to Md. 554	0.27		2	Improve Within Existing R/W.				1,900	400		2,300 2	Transfer to County.
d. 642	2-114	Two sections at Old Stoney Creek Bridge	0.26		3	Normal Maintenance.							3	Transfer to County.
d.645A	2-115	Md.176 at Harmans to Barricade W. side of Pa. R.R.	0.41		8	Improve Within Existing R/W.		7.7		8,200	1,600		9,800 4	Transfer to County.
d.645B	2-115	Barricade E. side Pa. R.R. at Harmans to Road End	0.15		5	Normal Maintenance.							5	Transfer to County.
d. 648		Md. 3(Bus.) in Glen Burnie to Md. 177	3.30		6	Minor resurface 2.2 miles.		9700	15,878	22,000	4,400		26,400 6	Transfer to County.
d. 648	2-88 2-89	Md. 177 at Lipins Corner to Md. 2 at Joyce	8.69		7	Normal Maintenance.			3000				7	Transfer to County.
d. 648		Md. 2 at Joyce to Md. 2 at Arnold	0.53		8	Minor Resurfacing.				6,000	1,200		7,200 8	Transfer to County.
d. 648	2-91	Md. 2 at Arnold to Md. 2	0.32		9	Normal Maintenance.						~ ~	9	Transfer to County.
d. 648	2-92	Md. 2 to Md. 450 at Severn River Bridge	2.75		10	Minor Resurfacing.				19,300	3,800		23,100 10	Transfer to County.
1. 652	2-44	Md. 170 S. of Harmans to Md. 176 E. of Harmans	1.04		11	Improve Within Existing R/W.	4082	5475	9529	7,300	1,500		8,800 11	Transfer to County.
1. 652	2-116	Md. 176 E. of Harmans to Barricade	0.90		12	Normal Maintenance.							12	Transfer to Balto. City.
1. 672	2-94	Md. 648 to End SPC Maint. at Naval Experimental Sta.	0.21		13	Normal Maintenance.		3675	6000				13	Transfer to County.
1. 677	2-95	Md. 175 at Sappington to End SPC Maint. @ Odenton	1.29		14	Improve Within Existing R/W.				25,800	5,200		31,000 14	Transfer to County.
d. 686	2-97	Md. 2 to Jack St. at Balto. City Line	0.17		15	Normal Maintenance.					~-		15	Transfer to County.
d. 706	2-98	Md. 177 to Md. 648 E. of Lipins Corner	1.09		16	Improve Within Existing R/W.				7,600	1,500		9,100 16	Transfer to County.
d. 723	2-117	Md. 175 at Jessup to End SRC Maint. at Jessup	0.19		17	Normal Maintenance.		[17	Transfer to County.
d.778A	2-119	Old section of Md. 2, W. of Md. 2 between Steuarts Corner & Mt. Zion	0.60		18	Improve Within Existing R/W.				4,200	1,000		5,200 18	Transfer to County.
d. 778 B-C-D	2-119	Three sections of Old Md. 2 between Steuarts Corner & Mt. Zion	0.84		19	Normal Maintenance.							19	Transfer to County.
d. 778 É-F-G	2-112	Three sections of Old Md. 2 South of Mt. Zion	0.91		20	Normal Maintenance.							20	Transfer to County.
d. 779	2-123	Md. 174 to Road End East of Md. 3 Glen Burnie Bypass	0.22		21	Normal Maintenance.							21	Transfer to County.
d. 782	2-125	Beg. SRC Maint. to End SRC Maint N. of Weems Creek	0.32		22	Normal Maintenance.							22	Transfer to County.
d. 783	2-126	Md. 436 to US 50 & 301 N. of Annapolis	0.35		23	Normal Maintenance.							23	Transfer to County.
d. 784	2-127	Md. 436 to US 50 & 301 N. of Annapolis	0.32		24	Normal Maintenance.							24	Transfer to County.
d. 785	2-128	Md. 784 to Road End N. side US 50	0.29		25	Normal Maintenance.							25	Transfer to County.
d. 786 A-B-C	0 100	Three sections between Revell Interchange and Severn River Bridge	0.89		26	Normal Maintenance.							26	Transfer to County.
1.788A		Md. 387 to Md. 665 (Forest Dr.) in Annapolis	0.21		27	Normal Maintenance.							27	Transfer to County.
1.789A		Old Section Md.3 E. side Md.3 & S. of Md.3 Business	0.09		28	Normal Maintenance.							28	Transfer to County.
d.789B	2-110	Old Section Md.3 E. side Md.3 & N. of Severn Run	0.06		29	Normal Maintenance.					**		29	Transfer to County.



Route	Control	100471011		Wide	¥	No.	DESCRIPTION OF WORK	T	RAFF	IC		STIMAT	TED COS	T %	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Ra	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total =	REMARKS
							COI	NSTRU	ICTION	NEED)S				
Md. 20D	3-51	Md. 151 @ Sparrows Pt. to Inter. of Millers Island & Ex. Md. 200	2.1	2 (63	1 0	Construct New Road.	8229	9400	16,356	1,780,000	356,000	255,000	2,391,000 1	
Md. 25	3-52	Balto. Beltway & Jones Falls Expressway Interchange to Md. 131 Seminary Ave.	1.20	1 3	30	2 6	0.4 mi.Constr. Dual; 0.2 mi.Constr. New Road 0.6 mi.Widen & Resurface; Rehabilitate Shoulders.	2686	2475	4307	206,000	41,000	99,500	346,500 2	
Md. 25	3-53	Md. 131 Seminary Ave. to Shawan Road	5.74	8 1	18	3 F	Widen and Resurface; Modify Curves; Rehabilitate Shoulders.		2150	3800	581,000	116,000	175,000	872,000 3	
Md. 25	3-53	Shawan Road to Md. 128 @ Butler	3.02	8 12	27	4 F	Viden and Resurface; Modify Curves; Rehabilitate Shoulders.		2150	3800	351,000	70,000	151,000	572,000 4	
Md. 25	3-54	Md. 128 @ Butler to Md. 88	1.21	12 14	41	5 F	Viden and Resurface; Modify Curves; Rehabilitate Shoulders.	913	2175	3800	119,000	24,000	80,000	223,000 5	
Md. 45	3-20	Shawan Road to 3.93 mi. North	3.93	10 13	36	6 F	Reconstruction.	3307	1525	2700	786,000	157,000	190,000	1,133,000 6	
Vid. 45	3-20	3.93 mi. No. of Shawan Road to East-West Highway	2.10	11 13	37	7 F	Reconstruction.	3307	1525	2700	420,000	84,000	135,000	639,000 7	
Md. 88	3-56	Carroll County line to Ridge Road	2.73	16 1	76	8 F	Viden and Resurface; Modify Curves; Rehabilitate Shoulders.	502	850	1500	365,000	73,000	162,000	600,000 8	
Md. 88	3-56	Ridge Road to Mt. Zion Road	0.86	22 2	44	9 F	Widen and Resurface; Modify Curves; Rehabilitate Shoulders.	502	850	1500	107,000	21,000	61,400	189,400 9	
Vid. 88	3-56	Mt. Zion Road to Md. 25.	3.41	24 2	77]	10 5	Widen and Resurface; Modify Curves; Rehabilitate Shoulders; Widen Bridge.	502	850	1500	370,000	74,000	104,200	548,200 10	
Md. 128		Begin. SRC Maint. E. of Butler Rd. to Md. 30					Minor Resurfacing.	- -	3650	6400	10,000	2,000		12,000 11	
Md. 129		Balto. City Line to Md. 133	0.67	4	68	12 F	Reconstruct as Urban Dual.	1606	9075	15,791	168,000	34,000		202,000 12	
Md. 129		Md. 133 to 0.4 mi. South of Md. 130	1.92	20 2	40	13	D.72 mi. Widen,Resurface, Modify Curves,Rehabilitate Shoulders; 1.20 mi.Reconstruct as Urban Section.	1056	1875	3263	283,000	57,000	85,000	425,000 13	
Wd. 129		Md. 130 to Garrison Forest Road	5.01	18 1	98	11	Widen & Resurface; Modify Curves; Rehabilitate Shoulders; Construct Bridge.	730	1200	2088	575,000	115,000	93,000	783,000 14	
Md. 130		US 140 @ Garrison to Md. 25 Falls Road	5.66	1 1		11 3	Widen and Resurface; Modify Curves; Rehabilitate Shoulders.	1483	3250	5655	730,000	146,000	350,000	1,226,000 15	
Md. 145		Begin SRC Maint. @ Loch Raven to Md. 146	3.56			The second	Reconstruction.	1104	1300	2300	740,000	148,000	108,000	996,000 16	Transfer sections of old road to County.
Md. 145		Md. 146 to Md. 165	4.82	19 2	06	17	Widen and Resurface; Modify Curves; Rehabilitate Shoulders.	705	1350	2300	581,000	116,000	212,000	909,000 17	
Md. 150	-	Md.700 Martin Blvd.to End of Dual Hwy. W. Bengies	1.69	31 5	62	18 1	Minor Resurfacing		16,525	28,754	17,000	2,000		19,000 18	
Md. 150		End Dual Highway @ Bengies toward Md. 149	1.00	25 2	81	19 \	Widen and Resurface; Rehabilitate Shoulders.	9690	2325	400	70,000	14,000	30,000	114,000 19	
Md. 150		1.0 mi. E. of Dual Highwy @ Bengies to Md. 149	1.98	27 3	59	20 1	Widen and Resurface; Rehabilitate Shoulders.	9690	2325	4000	139,000	28,000	72,000	239,000 20	Ultimately to be trans. to County upon completion of White Marsh Bl
Md. 165		Md. 145 (Rel.) to Harford County line	0.45	28 4	91	21 1	Widen and Resurface; Rehabilitate Shoulders		650	1100	41,000	8,000	3,000	52,000 21	
Md. 372		Balto. Beltway to City Line	1.08	32 5	80	22 1	Minor Resurfacing.	5968	11,200	19,488	15,000	2,000		17,000 22	
Md. 648	-	Balto. City Line to begin Patapsco River Bridge @ A.A. County	-	-		-	Widen and Resurface.	7002	8550	14,877	225,000	45,000	189,000	459,000 23	
E/W	_	Harford Co. Line to Md. 138 (1.8 mi.E. of Hereford)	4.0	9 1	.33	24 (Construct New Road.			H	1,200,000	220,000	185,000	1,605,000 24	
Highwy E/W		Md. 138 (1.8 mi. E. of Hereford) to	-	 	-	-	Construct New Road.				1,260,000	252,000	193,000	1,705,000 25	
Highwy E/W Highwy		Cedar Grove Rd. Cedar Grove Rd. to Md. 88	-	-	-		Construct New Road.				1,170,000	234,000	181,000	1,585,000 26	
Highwy E/W			-	+	_		Construct New Road.				1,140,000	228,000	178,000	1,546,000 27	
Highwy	-	Md. 88 to Carroll Co. Line				28								28	
			70 05			20	Totals				\$ 440,000	\$ 2 667 000	\$ 3 292 100	\$ 19,408,100 29	
		Total	72.85			29	Totuls				13,449,000	2,007,000	3,232,100	13,400,100 29	
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Route	Control			Wide	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COS		REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line C M C M C M C M C M C M C M C M C M C
						RECOMMENDED FOR TRAN	ISFER F	ROM C	OTHER	JURISDIC	TIONS TO	STATE		
Ext. 129		Md. 128 to Begin SRC Maint. @ Garrison Forest Rd.	3.00		1	Widen and Resurface; Rehabilitate Shoulders; Modify Curves.		800	1400	266,000	53,000	81,000	400,000	1
Ext. 439	Old York Road	End SRC Maint. @ Md. 439 to Harford County line.	5.30			Widen and Resurface; Rehabilitate Shoulders.	721	1300	2300	472,000	94,000	200,000	766,000	2
Shawan Ext.128		Worthington Ave. (Md. 129 Ext.) to Md. 25	3.90		3	Widen and Resurface; Rehabilitate Shoulders; Modify Curves.			Assumed 2000	282,000	56,000	62,000	400,000	3
Shawan Ext.128		Md. 25 to Baltimore Harrisburg Expressway	2.30		4	Widen and Resurface; Rehabilitate Shoulders; Modify Curves.			Assumed 2000	271,000	54,000	70,000	395,000	4
Shawan Ext.128	Cufton	Baltimore Harrisburg Expressway to Md. 45	1.00		5	Widen and Resurface; Rehabilitate Shoulders.		1975	3400	140,000	28.000	9,000	177,000	5
					6									6
		Total	15.50		7	Totals				\$1,431,000	\$285,000	\$422,000	\$2,138,000	7
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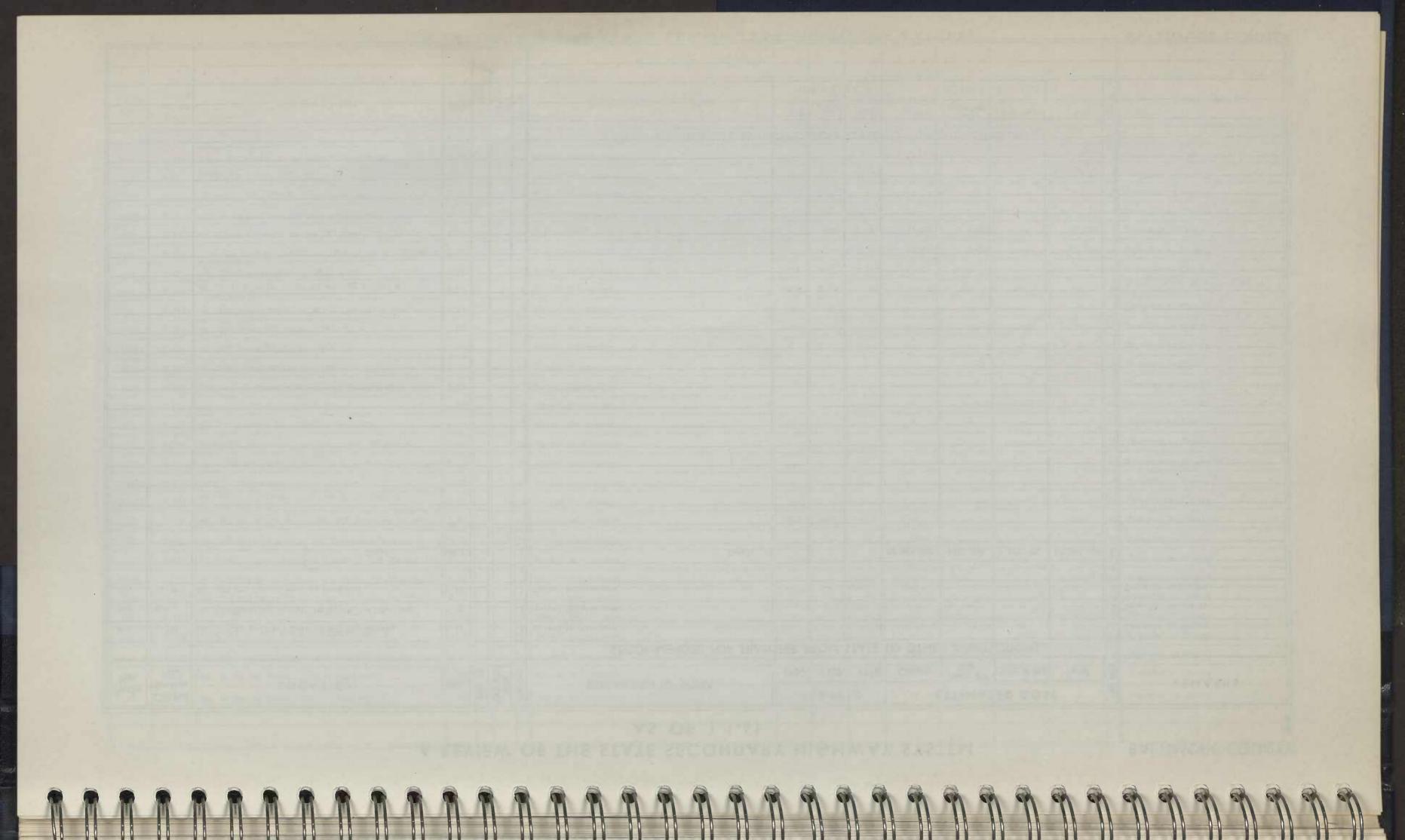
Control	LOCATION	Miles	Rank	N S	DESCRIPTION OF WORK	- 1	RAFF	IC	E	STIMAT	ED COS	2	REMARKS
Section No.	LOCATION	Miles	Co. F	Line	DESCRIPTION OF WORK	950	1959	1975	Constr.	Admin. and Engr.	Right of Way		REMARKS
					RECOMMENDED FO	OR	NORM	IAL M	AINTENAN	NCE			
3-63	0.4 mi. So. of Md. 130 @ Pa. R.R. to Md. 130	0.40		1	73	30	1200	2088				1	
		0.16		2		-	13,775	23,969				2	
3-124	US 111 - I-83 B/H Expressway to end SRC Maint. E. of B/H Expressway	0.46		3	72	21	1300	2300				3	
		0.05		4	-	-						4	
				5								5	
	Total	1.07		6								6	
		1											
				The state of the s									
						1							
	3-63 3-120 3-124	No. 3-63 0.4 mi. So. of Md. 130 @ Pa. R.R. to Md. 130 3-120 Balto. Beltway N. to End of SRC Maint. US 111 - I-83 B/H Expressway to end SRC Maint. E. of B/H Expressway 3-42 Begin SRC Maint. @ Martins to Md. 150	3-63 0.4 mi. So. of Md. 130 @ Pa. R.R. to Md. 130 0.40 3-120 Balto. Beltway N. to End of SRC Maint. 0.16 3-124 US 111 - I-83 B/H Expressway to end SRC Maint. 0.46 3-42 Begin SRC Maint. @ Martins to Md. 150 0.05	3-63 0.4 mi. So. of Md. 130 @ Pa. R.R. to Md. 130 0.40 3-120 Balto. Beltway N. to End of SRC Maint. 0.16 3-124 US 111 - I-83 B/H Expressway to end SRC Maint. 0.46 3-42 Begin SRC Maint. @ Martins to Md. 150 0.05	No. S S S S S S S S S	RECOMMENDED R-3-63 0.4 mi. So. of Mi. 130 @ Pa. R.R. to Mi. 130 0.40 1 7 7 7 7 7 7 7 7 7	RECOMMENDED FOR 3-63 0.4 mit. So. of Mit. 130 @ Pa. R.R. to Mit. 130 0.40 1 730	RECOMMENDED FOR NORM 3-63 0.4 mi. So. of Mi. 130 @ Pa. R.B. to Mi. 130 0.40 1	RECOMMENDED FOR NORMAL M. 3-63	RECOMMENDED FOR NORMAL MAINTENAN 3-63	RECOMMENDED FOR NORMAL MAINTENANCE 3-63 0.4 mi. So. of Md. 130 @ Pz. R.R. to Md. 130 0.40 1 730 1200 2088 3-120 2088 3-120 2088 3-120 2088 3-120 2088 3-120 2088 3-120 2088 3-120 3-120 2088 3-120 3	RECOMMENDED FOR NORMAL MAINTENANCE RECOMMENDED FOR NORMAL MAINTENANCE	RECOMMENDED FOR NORMAL MAINTENANCE

Route	Control	10047104		Wide	X ON	DESCRIPTION OF WORK	T	RAFF	IC	E	STIMAT	ED COS	T	No.	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Rai	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	KEWARKS
						RECOMMENDED FOR TRA	NSFER F	ROM	STATE	TO OTHE	R JURISDI	CTIONS			
493	3-130	Begin SRC Maint, to Md. 700 Service Road	0.22			Normal Maintenance.								1	Transfer to County.
519	3-99	Begin SRC Maint. near Garrison Forest Rd. to End SRC Maint. @ Dover Rd.	2.06			Normal Maintenance.		1225	2132					2	Transfer to County.
526A	3-131	US 140 to US 140 N.W. of Reistertown	0.37			Normal Maintenance.								3	Transfer to County.
526B	3-131	US 140 to Road end near Patapsco River	0.12			Normal Maintenance.				~~				4	Transfer to County.
562	3-72	Md. 138 @ Sheppard to end SRC Maint. (Marhoe Rd.)	1.40			Improve within existing R/W.		650	1100	21,000	4,000		25,000	5	Transfer to County.
567	3-102	Glen Arm Road Nr. Md. Train. School to end SRC Maint	1.50			Resurface.				10,000	2,000		12,000	6	Transfer to County.
587	3-103	Md. 150 Eastern Blvd. to Wilson Pt.	2.22			Normal Maintenance.	874	5800	10,092					. 11	Transfer to County.
588	3-104	Md. 7 (Old Phila. Road) to end SRC Maint. @ Trump Mill Road	1.91			Normal Maintenance.	3498	9575	15,661					8	Trans. to Co. after completion of Balto. Beltway.
599	3-132	Md. 700 Martin Blvd. to Md. 601 Harrison Ave.	0.13			9 Normal Maintenance.								9	Transfer to County.
599A	3-132	Md. 493 Orems Rd. to Md. 599B Old Orems Rd.	0.03		1	Normal Maintenance.								10	Transfer to County.
599B	3-132	Md. 493 Orems Rd. to Road end	0.16		1	Normal Maintenance.								11	Transfer to County.
600A	3-133	Md. 600B & Md. 601 to Md. 599	0.17		1	Normal Maintenance.								12	Transfer to County.
600B	3-133	Road end to road end N. side of Eastern Blvd.	0.24		1	Normal Maintenance.								13	Transfer to County.
600C	3-133	Md. 150 to Road end @ Back River	0.11		1	4 Normal Maintenance.								14	Transfer to County.
601	3-134	Md. 150 Eastern Ave. Blvd. to Md. 599	0.16		1	Normal Maintenance.								15	Transfer to County.
643	3-106	Begin SRC Maint. @ Link Ave. to end SRC Maint.	0.58		1	Normal Maintenance.								16	Transfer to County.
644A	3-107	Carville Ave. & First Ave. to Selma Ave.in Halethorpe	0.16		1	Normal Maintenance.								17	Transfer to County.
644B	3-107	US 1 to Oregon Ave.	0.10		1	8 Normal Maintenance.								18	Transfer to County.
668A&B	3-135	Md. 30 to Barricade North and South side of Western Md. R.R.	1.29		1	9 Normal Maintenance.								19	Transfer to County.
718	3-108	Md. 20D No. Point Rd. to Md. 151 Sparrows Pt. Blvd.	1.04		2	Normal Maintenance.	3953	4600	8004					20	Transfer to County.
721	3-82	Md. 147 Harford Road to Md. 148 Joppa Road.	0.14			Normal Maintenance.								21	Transfer to County.
746A	3-136	Md.25 Falls Rd. to Road end S.side Pa.R.R.@Bare Hills	0.14		2	2 Normal Maintenance.								22	Transfer to County.
746B		Md.25 Falls Rd. to Roadend N.side Pa.R.R.@Bare Hills			2	3 Normal Maintenance.								23	Transfer to County.
770		Md.20-A Old North Pt.Rd. to Md.151, North Pt. Blvd.	0.08		2	4 Normal Maintenance.								24	Transfer to County.
771	3-109	Three Sect. of Old Frederick Rd. E. of Ellicott City (Md. 144 to Md. 144)	0.45		2	5 Normal Maintenance.								25	Transfer to County.
850	3-139	Road End to Road End with Conn. to Md. 26 @ Liberty Reserv.	0.19		2	6 Normal Maintenance.								26	Transfer to County.
883		Old Section Md. 166 opp. Catonsville High School	0.11		2	7 Normal Maintenance.								27	Transfer to County.
884	3-98	Md. 45 So. of Penna. Line to road end	0.39			8 Normal Maintenance.								28	Transfer to County.
885	3-97	Md. 45 So. of Penna. line to road end	0.23		2	9 Normal Maintenance.					E11 X			29	Transfer to County.

BALTIMORE COUNTY

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Route	Control			ank	Wide	No.	DESCRIPTION OF WORK	Т	RAFF	IC		STIMAT	red cos	T	No.	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank	State	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line No.	KEMIAKKS
							RECOMMENDED FOR TRAN	ISFER F	ROM	STATE	TO OTHE	R JURISD	ICTIONS		-	
886	3-138	Md. 131 to road end East of B/H Expressway	0.11			1	Normal Maintenance.								1	Transfer to County.
888		Two Old Sections of Alt. US 1 @ Balto. Beltway	0.10			2	Normal Maintenance.								2	Transfer to County.
888	3-140	Md. 137 Mt. Carmel Road to Road End	0.10			3	Normal Maintenance.			Π					3	Transfer to County.
						4									4	
		Total	130.03			5	Totals				\$2,049,000	\$411,000	\$47,000	\$2,507,000	5	
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CALVERT COUNTY

Route	Control			ank	_	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COS	T	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Ran	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	
							CO	NSTRU	ICTION	NEED	OS				
Md.261	4-12	Md. 263 to Willows	1.32	7 29	97	1	Widen and Resurface; Rehabilitate Shoulders for 1.00 mi.; Relocate 0.32 mi.	229	325	600	83,600	16,700	18,800	119,100 1	Transfer sections of old rd. to Co. upon completion of relocation.
Md.261	4-12	Willows to Entrance to Naval Station	2.26	3 18	32	21	Widen and Resurface; Rehabilitate Shoulders; Modify curves.	229	325	600	182,600	36,500	15,700	234,800 2	
Md.261	4-12-	Entrance to Naval Station to Md. 260	2.65	6 28	35	3	Widen and Resurface; Rehabilitate Shoulders; Modify curves.		1100	1900	92,400	18,500	36,500	147,400 3	
Md.261	4-12	lst St. & Chesapeake Äve. (North Beach) to 0.34 mi. N. of North Beach Urb. Sect.	0.68	9 36		- 1	Widen and Resurface.				34,000	6,800		40,800 4	
Md. 261	4-12	0.34 mi. North of North Beach Urban Section to Beach Ave. (Anne Arundel Co. Line)	0.21	8 3	53	5	Widen and Resurface.				10,500	2,100		12,600 5	
Md. 262	4-13	Begin SPC Maint. (Lower Marlboro) to Md. 2 @ South Sunderland	4.53	2 1	75	6	Widen and Resurface; Rehabilitate Shoulders; Modify curves; Widen bridge.	231	475	800	319,600	64,000	50,000	433,600 6	
Md. 263	4-14	Md. 2 near Hunting Creek North East. Thru Plum Pt. to End SAC Maint.	6.29	5 2	76		Widen and Resurface; Rehabilitate Shoulders; Modify curves.	365	625	1000	620,000	124,000	226,000	970,000 7	
Md. 284	4-15	Md. 2 near Port Republic to Md. 265 @ Mutual		12 5		-#	Resurface.		150	300	46,200	9,200		55,400 8	
		Md. 265 @ Mutual to End SPC Maint. @ Broome Island			-	-	Resurface.		150	300	89,400	17,900		107,300 9	
Md. 264	4-16	End SRC Maint. @ Little Lyons Corner to	1				Widen and Resurface; Rehabilitate Shoulders; Modify curves.	281	400	700	264,000	52,800	56,200	373,000 10	
Md.521		Md. 2 @ Huntington Md. 2 So. of Prince Frederick to Begin.of Urban Sect		-				1758	2175	4000	27,400	5,500		32,900 11	
Md.765Ā Shipygro	1	Md. 2 South to Mill Creek	3.95				Widen and Resurface; Réhabilitate Shoulders; Modify curves.				388,200	53,600	52,600	474,400 12	
Shipyard Road	-	Md. 2 South to Mill Creek				13	Modify Curves.							13	
		Total	34.56		-	14	Totals				\$2,157,900	\$407,600	\$455,800	\$3,021,300 14	
		10101	34.30			17									
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	No.		D COS	IMAT	ESTIN		IC	RAFF	Т	DECOMPTION OF WORK	No.	ank Wide	ank					Control	Pauta	
REMARKS	Line	Total	ight of Way	min. and Engr.	Admin. Eng	Constr.	1975	1959	1950	DESCRIPTION OF WORK	Line	Co. Rank State Wide	Miles &		Miles	No. Section LOCATION		Route No.		
					NCE	AINTENAI	IAL MA	NORM	FOR	RECOMMEND										
	1						5000	2850			1		5	35	.35	2.3		Md. 261 in Ches. Beach twd. Paris	4-11I	Md. 260
	2						5000	2850			2		3	43	.43	0.4	Paris	2.35 mi. from Ches. Beach to Co. 133 @ Pa	4-11II	Md.260
	3						4000	2450			3		0	00	.00	2.0		Paris to Anne Arundel Co. Line		Md.260
	4						3400	1975			4		5	65	. 65	2.6	416	Md. 416 to A.A. Co. Line & Spurs @ Md. 41	4-43	Md. 260
	5										5		5	55	.55	0.5		W Md. 260 to 1st & Ches. Ave. in N. Beach	4-12IV	Md.261
	6						1000	600	469		6		3	13	.13	2.1		Md. 2 twd. Dares Beach		Md.402
	7						600	325	147		7		7	47	. 47	2.4		I 2.13 mi. from Md. 2 to Dares Beach	4-20II	Md.402
	8										8		6	36	.36	0.3		Urban section Thru Prince Frederick		Md.765A
	9						4000	2325			9		5	45	. 45	0.4		II N. of Prince Frederick to Md. 2	4-40III	Md.765A
	10										10									
						E					11		9	39	.39	13.3	1	Total		
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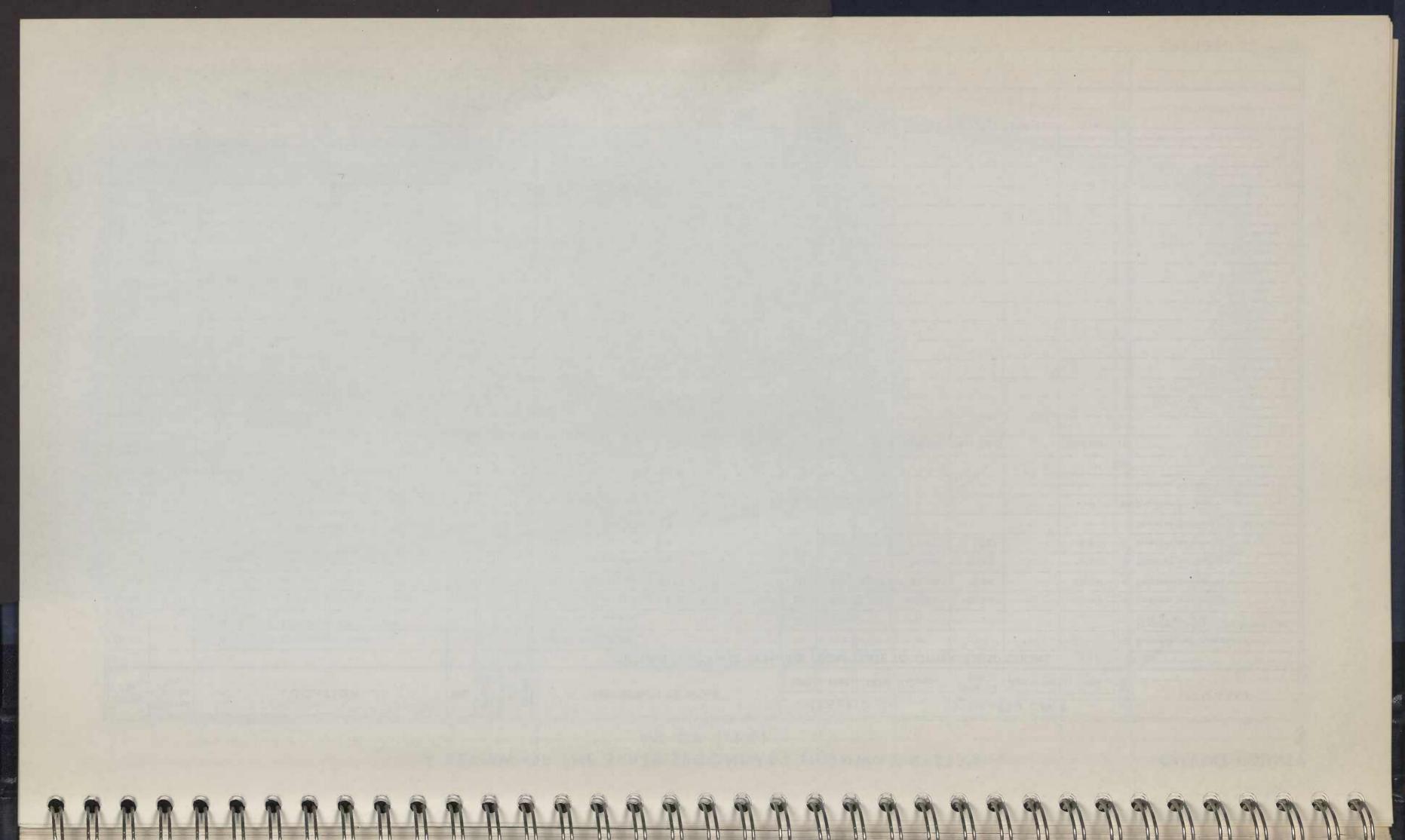
CALVERT COUNTY

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Route	Control			ank Wide	No.	DESCRIPTION OF WORK	Т	RAFF	10		STIMAT	ED COS	T	No.	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	KEMIZKKO
						RECOMMENDED FOR TRAN	SFER F	ROM	STATE	TO OTHE	R JURISDI	ICTIONS			
Md.260		Old Sec. Md. 260 in Chesapeake Beach.	-		1	Normal Maintenance.								1 11	Transfer to Chesapeake Beach.
Old Md.416		Old Sections Md. 416 Between A.A. Co. Line & Sunderland			2	Normal Maintenance.								2	Transfer to Co. after Reconstruction of Md. 416.
Md.497	4-21	Md. 2 @ Bertha to End SRC Maint. @ Cove Point	2.43		3	Improve within existing R/W.	216	125	200	119,000	23,800		142,800	3	Transfer to County.
Md. 506	4-25	Md. 2 @ Sixes to Md. 508 @ Bowens	3.84		4	Improve within existing R/W.	165	250	400	26,900	5,400		32,300	4	Transfer to County.
Md.508	4-27	Md. 231 to End SRC Maint. @ Bowens (Md. 506)	1.22		5	Improve within existing R/W.				58,700	11,700		70,400	5	Transfer to County.
Md.509	4-28	Md. 2 East of Port Republic to End SCR Maint. @ Kenwood Beach Road	0.96		6	Improve within existing R/W.	50	150	300	3,400	700		4,100	6	Transfer to County.
Md.752	4-41	Md. 231 to End SRC Maint @ Old Ferry Land @ Benedict	0.11		7	Normal Maintenance.								7	Transfer to County or Quit Claim.
Md.765B		Md.2 to Md.2 So. of Prince Frederick(W.side of Md.2)			8	Normal Maintenance.								8	Transfer to County.
-		Co. 68 E. of Port Republic to Road End	0.20		9	Normal Maintenance.								9	Transfer to County.
Md.765C	4-40	Co. 88 E. of Port Republic to House Line	0,110		10									10	
		Total	9.05		11	Totals				\$208,000	\$41,600		\$249,600	11	
		lotal	9.03		11										
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CAROLINE COUNTY

Paula	Control			ank Vide	X C		T	RAFF	10	E	STIMAT	ED COS	T	REMARKS
Route No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Ran	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way		REMARKS
					+		ONSTRU	ICTION	NEED	S		•		
Md.16	5-13	Delaware Line @ Hickman to Md. 404 S.E. of Andersontown	2.52	19 51	0 :	Widen & Resurface; Rehabilitate Shoulders.	183	275	Assumed 500	163,800	32,700	24,200	220,700 1	
Md.16	5-23	Md. 404 near Watts Creek to Bureau	3.52	2 31	1 :	Resurface, Rehabilitate Shoulders; Modify curves.	1280	1000	1800	118,500	23,700	36,500	178,700 2	
Md.287	5-16	Md. 313 to Md. 311 @ Goldsboro	0.30	8 39	9 ;	Widen & Resurface; Rehabilitate Shoulders.			Assumed 500-800	15,000	3,000	10,400	28,400 3	
Md.287	5-15	Md. 3ll to Delaware State Line	2.60	11 41	0 4	Widen & Resurface; Rehabilitate Shoulders; Widen bridge.	589	600	1000	193,800	38,800	37,300	269,900 4	
Md.302	5-16	Delaware Line to Md. 454	1.13	10 40	4	Resurface; Rehabilitate Shoulders.	434	725	1300	20,300	4,100	17,500	41,900 5	
Md.302	5-16	Md. 454 to Queen Annes County Line	1.37	20 51	1 1	Widen & Resurface; Rehabilitate Shoulders.	179	600	1000	89,000	17,800	38,600	145,400 6	
Md.307	5-49	Md. 313 to Dorchester County Line	0.5	4 37	7	Relocation.	760	1200	2100	52,500	10,500	14,000	77,000 7	
Md.311	5-50	Md.454 in Marydel to Md.313 in Goldsboro	6.20	13 41	9 1	Minor Resurfacing.		1650	2900	31,000	6,200		37,200 8	
Md.312	5-22	Md.480 W.of Ridgely to Md.404 near Downes	1.44	15 45	5	Resurface; Rehabilitate Shoulders.	1818	1175	700	40,300	8,100	4,300	52,700 9	
Md.312	5-21	Md.313 @ Balto. Corner to Md. 776 @ Ridgely	8.83	3 35	5 1	Widen & Resurface; Rehabilitate Shoulders; Modify curves.	423 556	400 775	700 1300	597,000	119,400	41,400	757,800 10	
Md.312	5-21	Md. 776 to Md. 480	0.40	17 47	8 1	Minor Resurfacing	1508	1350	2400	15,600	3,100		18,700 11	
Md.314	5-25	Md. 313 to Md. 480	0.30	16 46	0 1	Widen & Resurface; Rehabilitate Shoulders.			Assumed 1000	19,500	3,900		23,400 12	
Md.314	5-25	Md. 313 to Del. State Line & Spur (.1 mi.)	4.01	14 44	6 1	Widen & Resurface; Rehabilitate Shoulders.	752	1050	1400	276,200	55,200	61,600	393,000 13	
Md.317	5-26	Md. 313 North of Denton to Delaware State Line	4.83	16 49	9 1	Resurface; Rehabilitate Shoulders.	1184	850	× 1	96,600	19,300		115,900 14	
Md.405	5-47	Md. 312 @ Bridgetown to Queen Anne County Line	0.49	5 38	2 1	Widen & Resurface; Rehabilitate Shoulders.			Assumed 500	29,400	5,900	24,000	59,300 15	
Md.454	5-49	Md. 302 in Templeville to Marydel & Del. State Line	2.23	21 52	22 1	Minor Resurfacing.	629	1000		11,100	2,200		13,300 16	
Md.480	5-36	Md. 314 @ Greensboro to Md. 312 in Ridgely	4.84	12 41	.5 1	Resurface; Rehabilitate Shoulders.	1085	1100	1900	148,300	29,600	49,200	227,100 17	
Md.480	5-48	Md. 312 W. of Ridgely to Md. 404				Reconstruction.		775	1300	266,700	53,300	24,000	344,000 18	
Md.480	5-44	Md. 776 Westerly along Md. 480 to Md. 312	-	 		Widen & Resurface; Rehabilitate Shoulders.	1380	1350	2400	22,800	4,600	1,100	28,500 19	
Md. 577	5-40	Md. 313 S.E. of Federalsburg to 1.01 mi. S.E.	1.01	6 38	33 2	Widen & Resurface; Rehabilitate Shoulders.	669	850	1900	50,500		2,400	63,000 20	
Md.577	5-40	1.01 mi. S.E, to Md. 392 @ Delaware Line	2.71	7 38	39 2	Resurface; Rehabilitate Shoulders.		800	1400	48,800	9,800	3,300	61,900 21	
					2	2							22	
		Totals	52.12		2	Totals				\$2,306,700	\$461,300	\$389,800	\$3,157,800 23	
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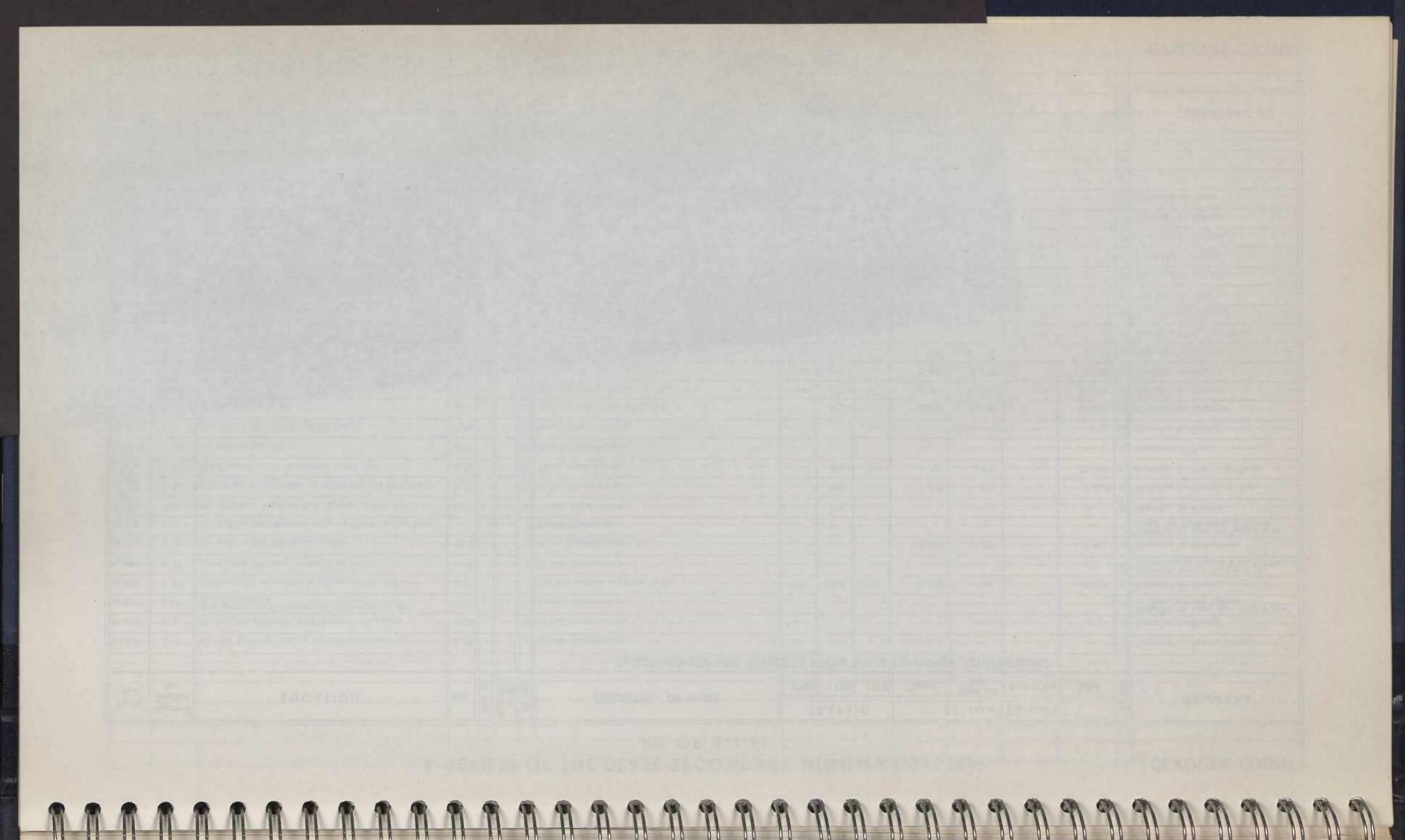
Koute Se	Control	LOCATION						RAFF	. •	_	STIMAT			REMARKS
	No.	LOCATION	Miles	Co. Rank State Wide Rank	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	REMARKS
						RECOMMENDED FOR TRA	NSFER F	ROM S	STATE	TO OTHER	R JURISDI	CTIONS		
H.306	5-17	Md. 318 in Federalsburg to End Urban Section	0.20		1	Normal Maintenance.						=		Transfer to Federalsburg.
		End of Urban Section to Delaware State Line	4.29		2	Normal Maintenance.				••				2 Transfer to County.
	5-18	Main Street in Federalsburg to University Ave.	0.43		3	Normal Maintenance.								Transfer to town upon completion of Federalsburg Bypass.
		University Ave. in Federalsburg to Md. 313	0.51		4	Improve within existing R/W.	760	1200	2100	3,600	700		4,300	Transfer to County.
		Dorchester Co. Line to Railroad Ave.	0.78		5	Normal Maintenance.								Transfer upon completion of Federalsburg Bypass & Md.307 Rel.
		Md. 480 to End SRC Maint. @ R.R.	0.70		6	Minor Resurfacing.		w ==		4,900	1,000		5,900	Transfer to Greensboro.
		Md. 480 to End SMc Maint. @ M.M. Md. 313 in East Federalsburg to Federalsburg Bypass			1-1	Normal Maintenance.								7 Transfer to town or County upon compl. of Federalsburg Bypass.
		Md. 331 in Preston to S.W. Limits of Preston	0.39			Normal Maintenance.		525						8 Transfer to Preston.
Δ1+			0.51		q	Minor Resurfacing.		375	700	1,800	400		2,200	9 Transfer to County or Town.
Vid.404	5-38	Talbot Co. Line to End of Urban Sec. in Hillsboro	1.24			Minor Resurfacing.		375	700	8,700	1,800		10,500	O Transfer to County or Town.
Md.404		End Urban Sec. in Hillsboro to Md. 404	0.9			Normal Maintenance.]	1 Transfer to Town.
Md.480	5-36	Md. 314 to Md. 313]	2 Transfer to County.
Md.485	5-46	Md. 404 to Md. 404 E. of Hillsboro	0.66			Normal Maintenance.		275		19,600	3,900			3 Transfer to County.
Md.578	5-41	Md. 16 to Newton Rd.	2.80		1	Improve within existing R/W.	88	675		47,400	9,500			4 Transfer to County.
Md.578	5-41	Newton Rd. to Md. 331 @ Bethlehem	1.48			Improve within existing R/W.	157	350		32,600	6,500			.5 Transfer to County.
Md.621	5-43	Md. 16 to American Corner	3.26		-	Improve within existing R/W.		325		63,600	12,700			.6 Transfer to County.
Md.621	5-24	American Corner to Md. 313 N. of Federalsburg	2.12			Improve within existing R/W.	780				12,700			7 Transfer to Federalsburg.
Md.630	5-4	N. Limits of Federalsburg to Md. 313 within Federalsburg	0.25			Normal Maintenance.								
Md.776	5-51	Md. 480 to Md. 312 in Ridgely	0.79			Normal Maintenance.		1050	1800					L8 Transfer to Ridgely. L9 Transfer to County.
Md.776	5-51	Md. 312 to Md. 312 N. of Ridgely	0.10			Normal Maintenance.								
Md.817	5-31	Md. 331 S.E. of Preston to Road End & Md. 318 to Road End near Hunting Creek	1.04		20	Normal Maintenance.								Transfer to County.
Md.820	5-53	Old Section of Md. 313, N.W. of Goldsboro	0.15		21	Normal Maintenance.								Transfer to County.
Md.821	5-20	Md.311 to Md. 454 in Marydel	0.13		22	Normal Maintenance.								Transfer to Marydel.
Md.821	5-33	Md.454 W. of Marydel to Corp. Limits of Marydel	0.08		23	Normal Maintenance.								Transfer to County.
Md.821	5-33	Corp. Limits of Marydel to Md. 311	0.18		24	Normal Maintenance.								Transfer to Town.
W. 021	0 00				25									25
		Total	22.99		26	Totals				\$182,200	\$36,500		\$218,700	26
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Route Contr	Control Section	LOCATION		Wide	No.	DESCRIPTION OF WORK	T	RAFF	IC	E	STIMAT	ED COS	T	No.	REMARKS
Route No.	Section No.		Miles	State Wide	Line		1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	KEMAKKI
						RECOMMENDE	D FOR	NORN	1AL M	AINTENAN	VCE	<u> </u>			
d.16	5-14	Co. 160 & 163 @ Bureau to Md. 331 @ Preston	8.30		1		708	875	1500					1	
d.313	5-45	Md. 318 & Md. 313 to Md. 307	0.5		2									2	
d.474	5-35	Md. 404 to 313 in Denton	0.3		3		448	350						3	
1.480	5-44	Md. 776 Easterly along 480 to Md. 312	0.53		4		1380	1350	2400					4	
					5									5	
		Total	9.63		6									6	

CARROLL COUNTY

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Route	Control			ank	¥	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COS	T	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Rar	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	
							CO	NSTRU	CTION	NEED	S				
E-W	-	Balto. Co. Line West to Rel. Md. 97	11.00	13 50	03	1 0	onst. New Road.				3,300,000	660,000	189,000	4,149,000 1	
lighway E-W	-	Rel. Md. 97 SW to Frederick County Line	8.00	14 50	04	2 0	Const. New Road.				2,400,000	480,000	144,000	3,024,000 2	
lighway ld. 32	6-81	(New Route 97) Fenby to Md. 26 at Eldersburg	11.04	9 28	87	3 C	diden & Resurface; Rehabilitate Shdlrs; Modify urves for 8.14 mi.; Reconstruct 1.1 mi. Normal aintenance for 1.8 mi.	1441 1025	2750 2400 2075	5000 4000 4000	778,500	155,700	143,300	1,077,500 3	
	0.077	Frederick Co. Line to Relocated Md. 75	3,25	1 11	10	4 F	delocation.	1343	2350	4000	637,000	127,400	50,000	814,400 4	Transfer sections of old rd.to Co. upon completion of relocation.
ld. 75	6-27I 6-30I	Md. 97 to Uniontown		7 28	-	_ W	Viden & Resurface; Rehabilitate Shoulders & Modify Curves for 2.13 mi.Relocation for 0.6 mi.	536	700	1200	328,500	65,700	40,000	434,200 5	Constr. of connection to Rel. 97 included under primary roads.
/d. 84	6-30I 6-30II	Md. 97 to Uniontown	2.70	, 2		- Iv	lodify Curves for 2.13 mi. Relocation for 0.0 mi.								Transfer sections of old rd.to Co. upon completion of relocation.
		VI OLIMI 75	2 63	11 33	33	6	Viden & Resurface; Rehabilitate Shoulders & Modify Curves for 1.53 mi.Relocation 1.1 mi.	536	700	1200	299,500	59,900	59,500	418,900 6	Transfer sections of old rd.to Co. upon completion of relocation.
ld. 84	6-29	Uniontown to Old Md. 75	0.14±			-	Construct New Road.	536	700	1200	21,700	4,300	2,000	28,000 7	
/d. 84	-	Old Md. 75 to New Md. 75			-	. []	Viden and Resurface; Rehabilitate Shoulders & Modify curves for 3.97 mi. Construct Mod. Urban	863	1350	2300	122,600	24,400	50,000	197,000 8	
Md. 88	6-34	Md. 30 in Hampstead to Balto. Co. Line	1.24	8 2	/8		Modify curves for 3.97 mi. Construct Mod. Orbon Section for 0.7 mi.	000	2000						
Md. 91	6-37 I,II,III	Md. 32 to US 140 at Finksburg	3.25	2 1	24	9 N	Viden & Resurface; Rehabilitate Shoulders;	1739 1150	1550 1225	3300 2100	700,000	140,000	121,500	961,500 9	
Md. 194	6-80	Md. 97 to S. Limits of Taneytown	0.27	5 2	_		Widen for 0.17 mi.; Resurface for 0.1 mi.				34,700	6,900	12,800	54,400 10	
	6-80	South Limits of Taneytown to 1.31 north of Md. 77	3.90	4 1	54	11	Widen & Resurface; Rehabilitate Shoulders, Modify Curves.	1646 1140	2300 1925	4000 3300	390,000	78,000	72,400	540,400 11	
Md. 194		Md. 77 to Frederick Co. Line					Resurface.				18,600	3,700		22,300 12	
Md. 194	6-80	Md. 31 to Md. 27	3.86	12 3	48	13	Widen & Resurface; Rehabilitate Shoulders & Modify Curves for 3.46 mi.Relocation for 0.4 mi.	354 280	500 550	900 1000	361,500	72,500	72,500	506,500 13	
Md. 407 Md. 482	6-40	Md. 30 at Hampstead to Md. 31 at Mexico	5.24	10 3	32	14	Widen & Resurface; Rehabilitate Shoulders & Modify Curves; Normal Maintenance for 0.54 mi.	74 518	1325 1350	2300 2300	525,800	105,200	139,100	770,100 14	
						(Construct New Bridge over R.R.								
						15								15	
		Total	57.48			16	Totals				\$9,918,400	\$1,983,700	\$1,096,100	\$12,998,200 16	
				-											



CARROLL COUNTY

Route	Control			ank	X A de	DESCRIPTION OF MORE	T	RAFF	IC	1	ESTIMAT	ED COST	Т	No.	REMARKS
Route No.	Control Section No.	LOCATION	Miles	Co. R	Rar	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line No.	REMARKS
						RECOMMENDED FOR TRAN	SFER F	ROM C	OTHER	JURISDIC	TIONS TO	STATE			
Md.31 Ext.		Main St. to N. Corp. Limits of Westminister	0.21	6 2	23 1					35,000	7,000		42,000	1	
					2									2	
		Total	0.21		3	Totals				\$35,000	\$7,000		\$42,000	3	
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David	Control			Vide	9			RAFF	IC	E	STIMAT	ED COS	Т	No.	
Route No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	1950		1975				,	Line	REMARKS
						RECOMMENDE	FOR	NORN	AL M	AINTENAN	NCE				
Md.31	6-76	N. Limits of Westminister to Md. 30	9.16		1									1	
Md.32	6-75	0.85 mi. N. of Howard Co. Line to Md. 26	2.52		2									2	
Md.32	-	Bridge over Patapsco River on Sykesville Bypass			3									3	
Md.32	-	Howard County Line at Sykesville North 0.85 mi.	0.85		4									4	
Md.75	6-27	Md. 31 in New Windsor W. 2.64 mi.	2.64		5									5	
Md.194	6-80	Pa. State Line to Md. 97 in Taneytown	5.22		6									6	
Md.194	6-80	Md. 77 North 1.31 miles	1.31		7									7	
					8									8	
		Total	21.70		9									9	
			-												
					-										
			No.												
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Route	Control			ank	No.		T	RAFF	IC	Ε	STIMAT	ED COS	T	DEMARKS
No.	Section No.	LOCATION	Miles	Co. R	Rank Line No.	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	43	KEMAKKS
							ONSTRU	ICTION	NEED	S				
Md.7	7-20	Road End in Elkton to Big Elk Creek	1.37	16	227 1	Resurface.				21,900	4,400		26,300 1	
Md.7	7 - 20	Big Elk Creek US 40 E. of Elkton	1.13	27	184 2	Resurface.	1371	1775	3000	18,100	3,600		21,700 2	
Md.7	7-18	US 222 to End SRC Maint. at Perryville (Vet. Hosp.)	0.53	24	168 3	Resurface.				15,900	3,200		19,100 3	
US222	7-64	US 40 to Md. 7 at Perryville	0.67	26	172 4	Resurface.	3030	4925	8600	13,400	2,700		16,100 4	
Rel.267	-	Charlestown to Md. 7	0.50	11	145 5	Construct new road w/2 bridges.				325,000	60,000	19,000	404,000 5	
Rel.267	-	Md. 7 to US 40	1.0	12	146 6	Construct new road.				275,000	60,000	38,000	368,000 6	
Md.272	7-59	Pa. State Line to Md. 273 at Calvert	1.35	4	40 7	Resurface - 2nd Stage.	875	1625	2900	40,500	8,100		48,600 7	
Md.272	7-60	Md. 273 in Calvert to 1.0 mile South of Md. 273	1.00	5	41 8	Resurface - 2nd Stage.	1018	1600	2800	30,000	6,000		36,000 8	
Md.272	7-60	1.0 mi. South of Md. 273 to US 40 near Northeast	5.58	6	42 9	Resurface - 2nd Stage.	1875	2325	4000	167,000	33,400		200,400 9	
Md.272	7-62	Md. 7 in Northeast to 0.90 miles S. of Md. 7 in Northeast.	0.90	2	34 10	Resurface.				27,000	5,400		32,400 10	
Md.272	7-62	0.9 mi. South of Md. 7 in Northeast to End SRC Maint. at Elk Neck	5.30	7	43 11			1600	2800	159,000	31,800		190,800 11	
Md.274	7-31	Md. 699E at Bay View to 4.34 mi. N.W. of Md. 699-E	4.34	22	305 12	Relocate 0.7 mi.; Widen & Resurface Remainder; Modify Curves; Rehabilitate Shoulders.	1072	1400	2200	475,500	95,100	90,900	661,500 12	Transfer sections of old road to County.
Md.274	7-31	4.34 mi. N.W. of Md. 699E to S. Limits of Rising Sun	2.59	15	204 13	Widen & Resurface; Modify Curves; Rehabilitate Shoulders for 1.29 mi. Relocate last 1.3 mi.	975	1475	2600	374,000	84,000	84,200	542,200 13	
Md.276	7-61	North of Woodlawn to Md. 269	1.75	1	13 14	Relocation.		1275	2200	283,000	57,000	46,700	386,700 14	
Md.276	7-61	Md. 269 to Md. 273	1.53	9	130 15	Relocation.		1475	2600	245,000	19,000	50,700	344,700 15	
Md.276	7-61	Md. 273 to US 1 (Rising Sun Bypass)	0.45	10	138 16	Relocation.		1475	2600	69,800	14,000	6,000	89,800 16	
Md.279	7-69	Md. 7 in Elkton to Del. State Line	4.28	3	35 17	Resurface - 2nd Stage.	1768	3200	5600	129,200	25,700		154,900 17	
Md.280	7-35	Pa. Line to Md. 273 at Fair Hill	1.58	14	191 16	Relocate 0.6 mi.; Widen & Resurface Remainder; Modify Curves; Rehabilitate Shoulders.	676	1100	2000	197,000	39,400	65,200	301,600 18	Transfer sections of old road to County.
Md.280	7-63	Md. 273 in Fair Hill to .54 mi. S. of Md. 273 in Fair Hill.	0.54	23	323 19	Widen & Resurface; Rehabilitate Shoulders.	1124	1550	2700	54,000	10,800	31,400	96,200 19	•
Md.280	7-69	Md. 7 to US 40	0.44	17	235 20	Widen & Resurface.			3600	37,500	7,500		45,000 20	
Md.281	7-37	Md.7 Del. Ave. in Elkton to Delaware State Line	2.17	8	44 21	Resurface - 2nd Stage.		1700	3000	65,000	13,000		78,000 21	
Md.282	7-38	Del. Line to Begin. Urban Section in Cecilton	5.39	25	471 22	Resurface.	1102	2000	3500	161,500	32,300		193,800 22	
Md.282	7-38	Begin. Urban section in Cecilton to Md. 213	0.40	18	260 23	Resurface.	1102	2000	3500	8,000	1,600		9,600 23	
Md.282	7-39	US 213 in Cecilton to End of Urban section W. of Cecilton	0.38	19	272 24		1125	2000	3500	9,500	1,900		11,400 24	
Md.282	7-39	W. End Urban section in Cecilton Co. Rd. 214 & 216 S.E. of Earlville	2.05	13	152 25	Widen & Resurface; Modify Curves; Rehabilitate Shoulders.	1125	2000	3500	153,700	30,700	6,500	190,900 25	
Md.282	7-40	Co. Rd. 214 & 216 S.E. of Earlville to End SRC Maint. at Crystal Beach.	4.46	21	301 26	Widen & Resurface; Relocate 0.65 mi.; Rehabilitate Shoulders.	548	875	1500	404,800	81,000	53,000	538,800 26	Transfer sections of old road to County.
Md.896	7-69	Pa. State Line to Delaware State Line	0.21	20	293 27	Widen & Resurface; Rehabilitate Shoulders.				15,800	3,200	700	19,700 27	
					28								28	
		Total	51.89	9	2	Totals				\$3,776,100	\$759,800	\$492,300	\$5,028,200 29	

Route	Control Section	LOCATION	Miles	Co. Rank State Wide	Rank Line No.	DESCRIPTION OF WORK	T	RAF	FIC		ESTIMA	TED COS	T	No.	REMARKS
No.	No.	200/1101	Miles	Co. State	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	REMARKS
						RECOMMENDED FOR TRAN	NSFER I	ROM	STATE	TO OTHE	R JURISD	ICTIONS	1		
Md.26	-	4 Segments between Eldersburg & Winfield remaining after Const. of New Prop. 26	-		1	Normal Maintenance.								1	Transfer to Co. after construc- tion of proposed Md. 26
Md.31	6-76	W. Md. R.R. Br. North of Westminister Northward 2.4 mi.	2.4		2	Normal Maintenance for 2.3 mi. Resurface for 0.1 mi.				400	100		500	2	Transfer to County.
Md.31	-	1100' ± of Segments of Old 31 N. of Harry Ogg Rd.	0.21		3	Normal Maintenance.									Transfer to County.
Md.32	6-75	Howard County Line N. 0.85 mi.	2.52±		4	Normal Maintenance.	1817	3600	6300					_	Transfer to County.
Md.32	6-81	S.Lim. of Westminister to New Md. 97	2.70		5	Normal Maintenance.	1544	3200	5600						Transfer to Co. after completion Sykesville Bypass.
Md.32	6-81	S.Lim. of Westminister to Railroad Ave.	1.12		6	Normal Maintenance.								6	Transfer to Co. after construction of Md. 97.
Md.75	6-2711	Md. 84 East along Old Md. 75 to New Md. 75	0.55		7	Normal Maintenance.		1850	3200					7	Transfer to Co. after completion of Md. 84 Extension.
Md.75	6-271	Md. 84 West 1.6 mi.	1.6		8	Normal Maintenance.	1343	2350	4000					8	Transfer to Co. after constructio
Md.75	6-27I	Frederick Co. Line N. 1.0 mi.	1.0		9	Normal Maintenance.	1343	2350	4000					q	of New Md. 75. Transfer to Co. after completion
Md.77	6-72	Md. 194 to Frederick Co. Line	1.94		10	Improve within existing R/W.	818	800	1400	95,100	19,000			10	of Union Bridge Bypass. Transfer to Co. after construction
Md.84	6-30	0.4 mi. North of Uniontown to Uniontown	0.4		11	Improve within existing R/W.	010	225	1200	8,000	1,600		9,600	11	of E/W Highway. Transfer to Co. after completion
Md.84	6-29	Uniontown South 1.1 mi.	1.1		12	Improve within existing R/W.	536	700	1200	22,000	4,400		26,400	10	of Uniontown Bypass. Transfer to Co. after construction
Md.86	6-32	Md. 30 to Pa. State Line	4.03		13	Improve within existing R/W.	464	625	1000	80,600	16,100		96,700		of Md. 84 Rel. Transfer to County.
Md.91	6-37	US 140 to Balto. Co. Line	3.33		14	Normal Maintenance.	1150	1225	2100					-	Transfer to County.
Md.97	6-51	Md. 26 to Nicodemus Rd.	5.05		15	Improve within existing R/W.				142,500	28,500		171,000		Transfer to Co. after construction
Md.97	6-51	Nicodemus Rd. to Fenby	2.54		16	Normal Maintenance.							171,000	15	of Md. 97. Transfer to Co. after construction
Md.97	6-15 6-16	Roops Mill to 1.0 mi. West of Taneytown	10.0±		17	Normal Maintenance.	1918	2750	4800					17	of Md. 97. Transfer to Co. after construction
Md.407	6-40	0.6 mi. ± South of Md. 31 to 1.0 mi. ± South of Md. 31 at Marston	0.40		18	Improve within existing R/W.	354	500	900	7,600	1,500		9,100	18	of Md. 97. Transfer to Co. after completion
Md.482	6-41	New Md. 482 to Old Md. 31 at Mexico	0.4		19	Normal Maintenance									of Marston Bypass. Transfer to County.
Md.496	6-42	Md. 30 to 0.7 mi. N. of Bachman Mills	2.67		20	Improve within existing R/W.		375	700	50,800	10,200	**			Transfer to County.
Md.496	6-42	0.7 mi. N. of Bachman Mills to US 140	4.64			Improve within existing R/W.	681	925	1600	72,000	14,400			120	
Md.850	6-1	Old Sections of Md. 26	3.15		22					72,000					Transfer to County. Transfer to County.
Md.851	6-25	Old Sections of Md. 32	0.31		23										
Md.852	6-23	Old Sections of Md. 31	1.20			Normal Maintenance.									Transfer to County.
Md.853	6-26	Old Sections of Md. 194	1.47		25										Transfer to County.
	0 20	of a section of the 104	2.2/			Normal natification.							AN GA	25	Transfer to County.
		Tabal	54.73		26	T 1				# ATO 000	405 000		4	26	
		Total	54.73		2/	Totals				\$479,000	\$95,800		\$574,800	27	
									-						

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Route	Control			ank Wide	No.		Т	RAFF	IC	E	STIMAT	ED COST	Г	DEMADIC
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Ran	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way		REMARKS
						RECOMMENDED FOR TRA	ANSFER F	ROM	STATE	TO OTHE	R JURISDI	ICTIONS	,	
Md.7	7-18	US 222 to US 40 E. of Principio	3.12		1	Normal Maintenance.	11/1							1 Transfer to County.
Md.7	7-19	US 40 @ Foys Hill to W. Limits Northeast	4.53		2	Normal Maintenance.								2 Transfer to County and Town of Charlestown.
Md.7	7-19	W. Limits Northeast to E. Limits Northeast	0.61		3	Normal Maintenance.								3 Trans. to Town of Northeast.
Md.7	7-19	E. Limits Northeast to US 40 W. of Elkton	4.75		4	Normal Maintenance.								4 Transfer to County.
Md.164	7-21	Md. 267 in Charlestown to S.W. Limits of Charlestown	0.22		5	Normal Maintenance.	147							5 Trans. to Town of Charlestown.
Md.267	7-22	Md. 7 E. of Charlestown to Md. 7 W. of Charlestown	1.87		8	Normal Maintenance.	483							6 Transfer to town of Charlestown upon compl. of conn. to US 40.
Md.269	7-23	US 222 at Port Deposit to Pa. R.R. at Liberty Grove.	3.23		7	Improve within existing R/W.	518	875	1500	80,800	16,200		97,000	7 Transfer to County.
Md.269	7-23	Pa. R.R. at Liberty Grove to Md. 276	3.07		8	Improve within existing R/W.		775	1300	76,800	15,400		92,200	8 Transfer to County.
Md.271	7-24	Md. 7 in Perryville to End SPC Maint. at Locust St.	0.26		9	Normal Maintenance.								9 Trans. to Town of Perryville.
Md.276	7-61	North of Woodlawn to US 1 (Rising Sun Bypass)	3.30±		10	Normal Maintenance.			I					Transfer to County after completion of relocation.
Md.277	7-33	Md.316 to End SRC Maint. nr. Elk Mills	1.22		11	Improve within existing R/W.				8,500	1,700			Transfer to County.
Md.284	7-65	Co. 288 (Lock St.) to Lewis St. at C & D Canal in Chesapeake City	0.34		12	Improve within existing R/W.		1050		2,400	500		2,900	Transfer to Town of Chesapeake City.
Md.285	7-41	Md. 537-B in Chesapeake City to Del. Line.	1.89		13	Improve within existing R/W.	1104	1700	3000	37,800	9,600		47,400	3 Transfer to Town of
Md.286	7-52	Md. 537-C in S.Chesapeake City to End Urban Section	0.12		14	Normal Maintenance.		269						Transfer to Town of Chesapeake City.
Md.286	7-52	End Urban Section to Del. State Line	2.05		15	Improve within existing R/W.		269		14,400	2,900		17,300	5 Transfer to County.
Bochmia Md.286	Ave)	2nd St. (Ches. City) to Wharf at C & D Canal	0.07		18	Normal Maintenance.								Transfer to Town of Chesapeake City.
Md.299	7-42	US 301 to Kent Co. Line	0.48		17	Normal Maintenance.								7 Transfer to County.
Md.310	7-43	US 213 at Cayots to Del. State Line with Spur to US 213	4.16		18	Normal Maintenance.								8 Transfer to County.
Md.316	7-53	Md. 279 to End SRC Maint. at Md. 277	2.72		19	Improve within existing R/W.		850	1500	19,000	3,800		22,800	9 Transfer to County.
Md.316	7-53	Begin.SRC Maint. at B&O R.R. to End SRC Maint.	0.55		20	Improve within existing R/W.			1500	3,900	800		4,700	Transfer to County.
Md.342	7-45	Md. 537-C in Chesapeake City to Md. 310 at St. Augustine	2.84		21	Improve within existing R/W.	40	150	300	56,800	11,400		68,200	Transfer to County.
Md.537B	7-50	N. Limits of Chesapeake City to C & D Canal	0.32		22	Normal Maintenance.								Transfer to Town of Chesapeake City
Md.537C		US 213 to Barricade at C & D Canal	0.50		23	Normal Maintenance.								Transfer to Town of Chesapeake City.
Md.537D		Old US 213 in Chesapeake City - City Line to 213 to Md. 342 including spur	0.26		24	Normal Maintenance.								Transfer to Town of Chesapeake City.
Md.545	7-47	Md. 280 to N.W. Limits of Elkton	0.42		25	Improve within existing R/W.				8,400	1,700			Transfer to Town of Elkton.
Md.545	7-47	N.W. Limits of Elkton to Little Elk Creek	2.55		26	Improve within existing R/W.				51,000	10,200		61,200	Transfer to County.
Md.545	7-47	Little Elk Creek to Pleasant Hill	3.04		27	Improve within existing R/W.				21,300	4,300		25,600	7 Transfer to County.
Md.545	7-66	US 1 to US 1 at Richardsmere	1.15		28	Normal Maintenance.								28 Transfer to County.
Md.685	7-67	Old US 213 at Bohomia River	0.16		29	Normal Maintenance.					——	E		29 Transfer to County.
Md.699	7-25 to	Old Sections of Md. 272	8.09		30	Normal Maintenance.								Transfer to County or Town of Northeast.
Md.727	7-28	2 Sections of Old Md. 279 in Elkton	0.21		31	Normal Maintenance.								31 Transfer to Town of Elkton.

	Control			Wide Vide	No.		T	RAFF	IC	E	STIMAT	ED COST		9	REMARKS
Route No.	Control Section No.	LOCATION	Miles	Co. Ra	Ran Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	· · · · · · · · · · · · · · · · · · ·
						RECOMMENDED	FOR	NORM	IAL M	AINTENAN	ICE				
Md. 272	7-54	US 40 to Md. 7 in Northeast	0.60		1		1971	3750	6500					1	
	7.61	US 222 in Port Deposit to N. of Woodlawn	4.16		2			1125	2000					2	
Md.280	7-63	.54 mi. S. of Fair Hill to End Urban Section N. of Elkton	5.42		3			1550	2700					3	
Vd. 280	7-63	End Urban Section N. of Elkton to Md. 7	1.25		4			1550	2700					4	Transfer remaining section to C
Md.338	7-44	US 1 to end SRC Maint. at Rowlandsville	1.23		5		319	475	800					5	Transfer remaining section to C upon completion of Rel. US 222.
															Improvements included under Rel US 222.
					6									6	
		Total	12.66		7										
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CHARLES COUNTY

Route	Control	LOCATION	M.	lank	Wide	No.	DESCRIPTION OF WORK	T	RAFF	IC	E	STIMAT	ED COS	T	No.	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank	State	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	REMIARKS
								NSTRU	JCTION	NEED	S					
d.6	8-23I	Md. 344 @ Doncaster to 0.20 mi. East of Wards Run	4.89	8	200	1	Widen and Resurface; Rehabilitate Shoulders; Modify Curves; Widen bridge.		800	1500	431,500	86,300	60,000	577,800	1	
d.6	8-21	Begin SRC Maint @ Riverside to Md. 425	5.82	10	222	2	Widen and Resurface; Rehabilitate Shoulders; Modify Curves; New Bridge.		575		525,800	104,200	40,000	670,000	2	
d.6	8-23II	0.20 mi. E. of Wards Run to 2.6 mi. S. of McConchie	2.61	1	22	3	Relocation & Reconstruction; Construct New Bridge.	1055	1100	1900	312,200	62,400	104,800	479,400	3	
1.244	8-63	County Rd. @ Chicamuxem to Md. 344	1.40	16	259	4	Relocation.	417	600	1000	210,000	42,000	26,100	278,100	4	
1. 7.27	8-26	Md. 210 @ Bryans Rd. to Pomonkey (Co. 140)	1.50	3	109	5	Widen & Resurface; Rehabilitate Shoulders.	1351	2175	4000	162,000	32,400	82,000	276 400	5	0.15 spur added @ Md. 210.
1.227	8-30	Pomonkey (Co.140) to US 301 @ White Plains	8.18	15	258	6	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; New Bridge.		500	900	634,790	127,000	73,200	834,900	6	
. 228	8-65	Md. 227 to Bealle's Hill Road	5.08	19	318	7	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	298	375	700	381,500	76,300	53,800	511,600	7	
. 231	8-33	Md. 232 @ Burnt Store to Md. 5 @ Hughesville	3.43	11	225	8	Widen & Resurface; Rehabilitate Shoulders: Modify Curves; Widen Bridge.	750	1075	2000	282,400	56,500	92,000	430,900	8	
d.232	8-35	Md. 231 @ Burnt Store to Md. 234 E. of Newport		1 1		1 1	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; New Bridge.	276	425	700	725,400	145,100	57,700	928,200	9	
1.234	8-38	St. Mary's Co. Line to US 301 @ Allens Fresh	7.38	-		-	Resurface - 2nd Stage.	423	625	1000	221,400	44,000		265,400	10	
1.254	8-51	Md. 257 to End SPC Maint.@S.End of Neale Sound Br.	1.18	14	254	11	Resurface; Modify Curve; New Bridge; Rehabilitate Shoulders.	620	800	1400	425,200	85,000	3,500	513,700	11	
1. 257	8-20II	Thru Rock Point (Md.254) to End @ Wicomico River	-			+	Widen & Resurface; Rehabilitate Shoulders.	93	125	200	26,000	5,200		31,200	12	
1.344	8-62	Md. 224 to Md. 6 @ Pisgah	2.14	9	205	13	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.				152,000	30,400	27,900	210,300	13	
1.382	8-36	Md. 5 @ Beantown to Md. 232	3.27				Widen & Resurface; Rehabilitate Shoulders; Modify Curves; New Bridge.	288	350	600	241,300	48,300	31,200	320,800	14	
1.382	8-60I	Md. 232 to Malcolm	-		-		Widen & Resurface; Rehabilitate Shoulders; Modify Curves.				225,000	45,000	12,600	282,600	15	
1.382	8-60II	Malcolm to Prince George's Co. Line	1.81				Construct New Road.				199,000	39,800	6,900	245,700	16	
d.425	8-41	Md. 224 @ Mason Springs to Md. 484 @ Pisgah	3.18	13	252	17	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	729	1400	2000	233,300	46,600	146,400	426,300	17	
1.425	8-42I	Md. 484 @ Pisgah twd. Ironsides	2.06				Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	521	450	800	154,500	30,900	55,400	240,800	18	
d. 425	8-42II	2.06 mi. So. of Md. 484 to Md. 6 @ Ironsides	1.86	5	158	19	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; New Bridge.	521	450	800	176,700	35,300	7,200	219,200	19	
d.425	8-50II	Md. 6 @ Ironsides to 0.99 mi. N. of Md.6 @Grayton	_				Widen & Resurface; Rehabilitate Shoulders; Modify Curves; New Bridge.		575		327,600	65,500	28,200	421,300	20	
d.425	8-50I	0.99 mi. N.of Md.6 @ Grayton to Md.6 @ Grayton					Widen & Resurface; Rehabilitate Shoulders; Modify Curves.		575		89,100	17,800	2,200	109,100	21	
1.423	0-301	C.VO III. W.O. P.M.O. G.				22									22	
		Total	73.15			23	Totals				\$6,136,600	\$1,226,000	\$911,100	\$8,273,700	23	
		Total	1 3. 43			-										
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	Control		ank	Wide	No.	DESCRIPTION OF MORK	Т	RAFF	IC	E	STIMAT	TED COS	Т	No.	REMARKS
oute No.	Section No.	LOCATION	Miles	State Wide Rank	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	KEWAKKS
						RECOMMENDED FOR TRAN	ISFER F	ROM :	STATE	TO OTHE	R JURISD	ICTIONS			
d.803	7-55	Md. 299 to Co. Rd. 202 & along 202 for 0.49 mi. then from Co. Rd. 202 to Del. Line	1.52		1	Normal Maintenance.									Transfer to County.
Md. 809	7-30	Md. 273 E. of Calvert to Md.273 W. of Calvert	0.90		2	Normal Maintenance.								2	Transfer to County.
		Md. 273 in Rising Sun to S. Limits of Rising Sun	0.19		3	Normal Maintenance.								3	Transfer to County.
id.811	7-36	Md. 280 N. of Elkton to Md. 280	1.13		4	Normal Maintenance.								4	Transfer to County.
d.812	7-56	Md. 803 nr. Del. Line to End SRC Maint.	0.05		5	Normal Maintenance.								5	Transfer to County.
Md.822	7-34	Md. 316 to Md. 279 N.E. of Elkton	0.64		6	Normal Maintenance.						00 to		6	Transfer to County.
Md.823 Md.824	7-70	Old Section US 222 at Oakwood	0.05		7	Normal Maintenance.								7	Transfer to County.
10.024	7-70	Old Booties to			ą.									8	
		Total	63.18		9	· Totals				\$381,100	\$78,500		\$459,600	9	
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Route	Control			ank Wide	¥	DESCRIPTION OF MORK		TRAFF	10	E	STIMAT	ED COST	Г	No.	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Ran	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	KEWAKKS
						RECOMMENDED FOR TRA	ANSFER	FROM	STATE	TO OTHE	R JURISD	ICTIONS			
d.6	8-22	Md. 425 @ Grayton to Md. 344	5.48			I Improve within existing R/W.				82,300	16,500		98,800	1	Transfer to County.
d.224	8-54I	Md. 344 No. of Doncaster twd. Md. 6	7.93			2 Improve within existing R/W.				128,900	25,800		154,700	2	Transfer to County.
d.224	8-54II	7.93 mi. From Md. 344 to Md. 6 No. of Riverside	7.16			Improve within existing R/W.	11	75	150	71,600	14,300		85,900	3	Transfer to County.
d.224	8-63	Spur @ Mason Springs	0.06			Normal Maintenance.								i . II	Transfer to County.
d.224	8-63	County Rd. @ Chicamuxen to Md. 344	1.80			Normal Maintenance.	417	600	1000					5	Transfer to County after completion of relocation.
d.227	8-29	Md. 210 @ Bryans Rd. to Potomac River	4.56			Minor Resurfacing.	733	1125	1900	32,000	6,400		38,400	6	Transfer to County.
d.232	8-34	Md. 382 to Md. 5 @ Bryantown	4.95			Improve within existing R/W.				148,500	29,700		178,200	7	Transfer to County.
d.232	8-35	Md. 5 @ Bryantown to Md. 231	2.47			Improve within existing R/W.	658	375	700	74,000	14,800		88,800	8	Transfer to County.
d.234		Old Sections Md. 234	3.5±			Normal Maintenance.								9	Transfer to County.
d.427	8-44	US 301 to End SPC Maint. @ Chapel Pt.	2.56]	Normal Maintenance.	318	25	50					10	Transfer to County.
d.484		Md. 425 @ Pisgah to Md. 865 @ Marbury	3.25]	l Improve within existing R/W.				97,500	19,500		117,000	11	Transfer to County.
d.865		Four old sections Md. 224 Southwest of Mason Springs	1.15]	2 Normal Maintenance.								12	Transfer to County.
d.867A		Md. 228 to Md. 228 W. of Berry	0.67]	Normal Maintenance.							~-	13	Transfer to County.
	8-33	Section of old Md. 228 W. of Waldorf	0.20]	4 Normal Maintenance.								14	Transfer to County.
ld.925		US 301 No. of White Plains to Md. 5 @ Waldorf	2.69]	5 Minor Resurfacing.	5560	525	900	18,800	3,800		22,600	15	Transfer to County.
					1	6								16	
		Total	48,43]	7 Totals	5			\$653,600	\$130,800		\$784,400	17	
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	Control			Wide	No.	DESCRIPTION OF WORK	Т	RAFF	10	E		ED COST	2	
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	
_						RECOM	MENDED FOR	NORN	AL M	AINTENA	NCE			
.6	8-24	US 301 @ LaPlata to 1.0 mi. So.of MaConchie(Co.176)	5.69		1		1361	2025	4000				1	
.6		1.0 mi. So. of McConchie to 2.6 mi. So. of McConchie	1.60		2		1055	1100	1900				2	
. 224	8-63	Md.225 @ Mason Springs to 0.14mi.So.of Smallwood Ad.	4.02		3		516	600	4000				3	
. 224	8-63	0.14 mi.So.of Smallwood Rd. toCo.Rd. @ Chicamuxem	2.85		4		417	600	1000				4	
. 228	8-65	US 301 @ Waldorf to Bealle's Hill Rd.	5.62		5		1632	1775	3000				5	
. 257	8-20I	US 301 near Newburg to Newburg	0.22		6		931	2300	4000				6	
. 257	8-20I	Newburg to Tompkinsville	6.01		7			1500	3000				7	
. 257	8-201	Tompkinsville twd. Rock Point	4.41		8			1275	2000				8	
.381	8-40	Md. 231 @ Patuxent to Prince George's Co. Line (So. End Bridge)	1.38		9		923	1175	2000				3	Remove from Secondary System
.866	8-9	Md. 224 No. to End SRC Maint.	0.10		10				**				10	neturn for storage purposes.
					11								11	•
		Total	31.90											
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DORCHESTER COUNTY

AS OF 1-1-61

State Wide Rank Line W TRAFFIC ESTIMATED COST Control REMARKS Route DESCRIPTION OF WORK LOCATION Section Admin. and No. Total 1975 Constr. Right of Way 1950 1959 Engr. No. CONSTRUCTION NEEDS (Md.16) E. New Market (Ind. Urban Sect.) to Shiloh Church (Md. 331) 78,800 15,800 130,200 3.15 13 429 772 925 1600 35,600 Resurface; Rehabilitate Shoulders. Md.14 9-7 Md. 331 at Rhodesdale to Md. 313 at Eldorado Widen and Resurface; Modify Curves; 1500 156,100 31,200 250,800 1104 850 63,500 9-8 3.14 3 248 Md.14 Rehabilitate Shoulders. Widen and Resurface; Modify Curves; 1500 218,500 43,800 309,800 850 47,500 4.02 14 435 Md. 331 at Waddells Corner to E New Market Rehabilitate Shoulders. Md.16 9-9 --20,200 4,000 24,200 1.00 5 334 Resurface. ----US 50 in Cambridge to Md. 343 in Cambridge Md.16 9-11 750 900 1500 36,000 7,200 43,200 1.8 19 587 Resurface. Church Creek to Woolford Md.16 9-13 641,000 1 23 Widen and Resurface; Rehabilitate Shoulders. 508 600 1000 127,000 107,500 875,500 7.9 Md.16 9-13 Woolford to Taylor's Island 330,400 4 253 974 1350 2500 242,000 48,400 40.000 2.20 Relocation. Caroline Co. Line to Williamsburg Md.307 ... Widen & Resurface; Rehabilitate Shoulders 2.45 mi.; Resurface only 0.15 mi. 246,600 974 1350 2500 157,500 31,500 57,600 4 363 2.60 Williamsburg to Md. 331 at Hurlock Md.307 131,800 26,400 158,200 1086 800 1500 6.59 18 496 Resurface and Rehabilitate Shoulders. --Md. 14 at Rhodesdale to Vienna (incl. spur) 9-19 Md.331 89 1350 218,300 43,700 33,400 295,400 10 Widen and Resurface: Rehabilitate Shoulders. 2.91 10 396 9-19 Church Creek Toward Md. 336 Md.335 204,600 6 335 11 Widen and Resurface; Rehabilitate Shoulders. 89 1300 2200 165,000 33,000 6,600 11 2.06 2.91 mi.S. of Church Creek Toward Md. 336 9-19 Md.335 7 336 12 Widen and Resurface; Modify Curves; Rehabilitate Shoulders. 48,800 531,200 579 800 1500 402,000 80,400 4.95 4.97 mi.S. of Church Creek to Md. 336 9-19 Md.335 Widen and Resurface; Relocate 4.9 mi.; 2 148 13 Widen and result.
Rehabilitate Shoulders. 292 450 800 564,000 113,000 707,000 Md. 336 to Honga (End SRC Maint.) 9-20 Md.335 8 349 14 Widen and Resurface; Modify Curves; Rehabilitate Shoulders. 275 950 950 364,700 73,000 27,400 465,100 14 4.88 Md. 335 to Lakesville (Andrews Rd.) 9-21 Md.336 3.74 | 15 | 461 | 15 | Widen and Resurface; Rehabilitate Shoulders. 1500 243,000 48,700 291,700 483 875 6.28 miles W. of Cambridge to Hudson Md.343 9-23 37,500 7,500 45,000 --0.41 | 11 | 398 | 16 | Widen and Resurface. ----Md. 16 in Cambridge to High St. in Cambridge 9-23 Md.343 --625 1100 327,000 65,400 16,600 409,000 5.03 | 12 | 413 | 17 | Widen and Resurface; Rehabilitate Shoulders. Finchville Md. 313 to Hurlock Md. 331 Md.392 3.56 | 17 | 493 | 18 | Widen and Resurface; Rehabilitate Shoulders. 325 700 1200 250,000 50,000 35,400 335,400 18 Finchville Md. 313 to Reliance (Del. State Line) 9-25 Md.392 76,800 19 64,000 12,800 --0.91 | 16 | 475 | 19 | Widen and Resurface. US 50 to Eastern Shore Hospital Md.479 9-27 20 20 \$862,800 \$549,900 | \$5,730,100 | 21 \$4.317.400 21 Totals 67.29 Total

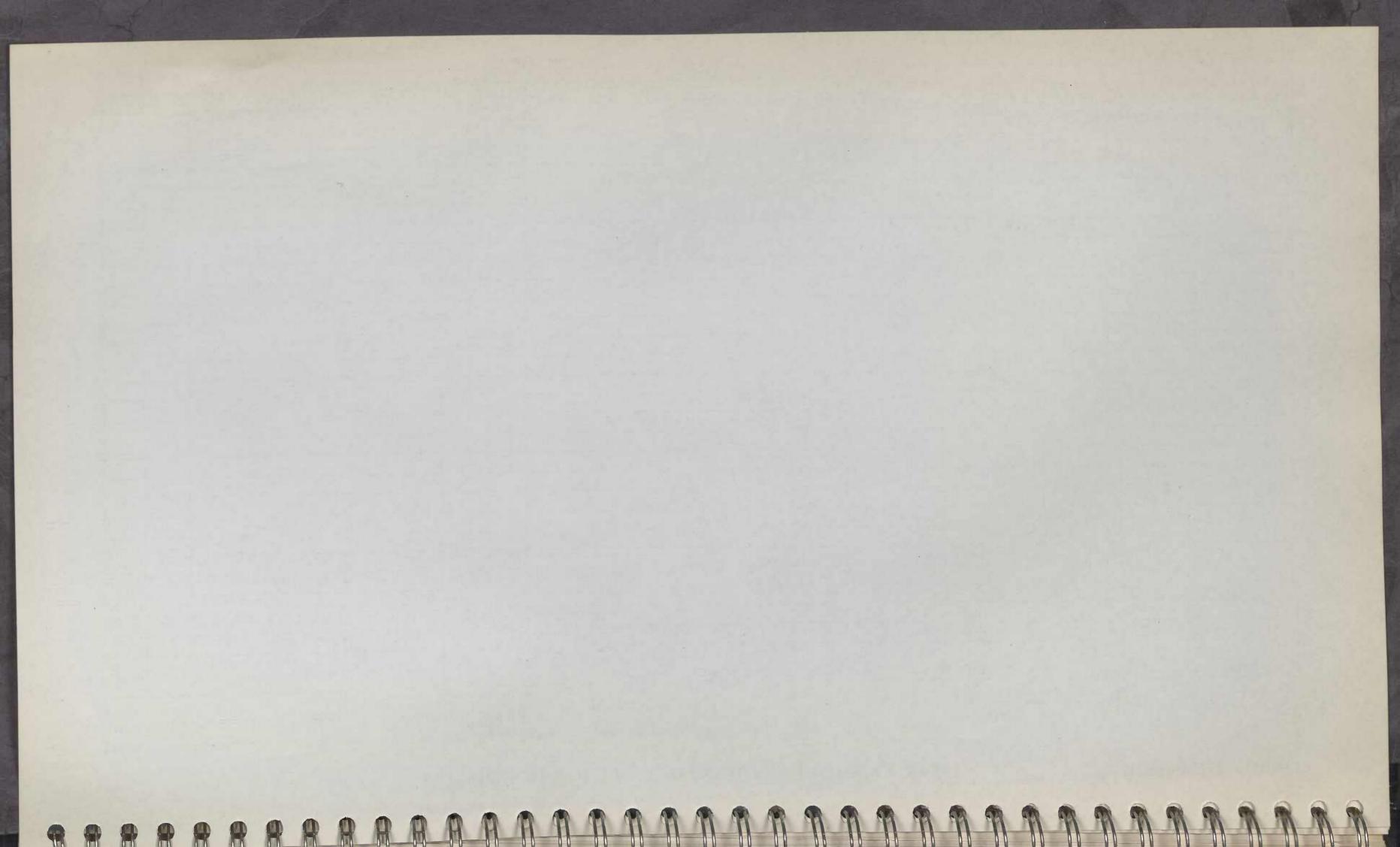
DORCHESTER COUNTY



DORCHESTER COUNTY

	Control	LOCATION	BATT	Rank Wide	No.	DESCRIPTION OF WORK	Т	RAFF	IC	Ε		ED COS	2	REMARKS
No.	Section No.	LOCATION	Miles	State Wide	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total :	REMARKS
						RECOMMENDED FOR TRAN	SFER F	ROM S	STATE	TO OTHE	R JURISD	ICTIONS		
Md.14	9-6	Md. 16 Thru Secretary to Md. 16	3.79		1	Widen and Resurface 2.30 mi. Normal Maintenance for 1.49 mi.				79,000	4,000	7,000	90,000 1	Transfer to County.
Md.307	9-14	Williamsburg to Caroline Co. Line	3.03		2	Resurface.				60,000	12,000		72,000 2	Transfer to County upon completion of relocation.
	9-26	US 50 Thru Jacktown to US 50	0.57		3	Normal Maintenance.						~-	3	Transfer to County.
	9-26	Jacktown to Airey	2.80		4	Normal Maintenance.	347	500	900				4	Transfer to County.
	9-22	Cambridge Creek Bridge	0.07		5	Normal Maintenance.						~-	5	Transfer to City of Cambridge.
Md.817	9-15	Md. 331 at Beulah to Md. 318	1.31		6	Normal Maintenance.						~-	6	Transfer to County.
					7								7	
		Total	11.57		8	Totals				\$139,000	\$16,000	\$7,000	\$162,000 8	
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No.	Control Section	LOCATION	Miles	Co. Rank State Wide	Line h		DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	
	No.			-	+		RECOMMENDED	FOR	NORN	AL M	AINTENAN	NCE				
d. 14 &		Shiloh Church to Rhodesdale	2.05		1				1250	2200					1	
d.14 & d.331		E. New Market to 0.45 miles So. of E. New Market	0.78		2	2		**							2	
H.16	9-10	US 50 at Mt. Holly to Md. 392 South of E. New Market	4.88		3	3		1918	2625	4600					3	
d.16		E. New Market Cambridge (Md. 343) to Md. 335 @ Church Creek	6.31		4	4		2235	2950	5200					4	
d.16	9-12	Md. 16 (Wash. St.) to US 50 (All in Cambridge)	0.17		5	5				**					5	
d.16	9-32	Md. 307 in Hurlock to Md. 14 at Shiloh Church	3.44		6	6			-	18					6	
1.331	9-16	Caroline Co. Line to Md. 307 in Hurlock	5.97		7	7		829	1125	1950					7	
d.331	9-35	High St. in Cambridge Westerly for 3.15 miles	3.15		8	8		1841	2850	4950					8	
Н.343	9-23	3.15 miles W. High St.in Cambridge to Morris Neck Rd.			9	9			155	**					9	
d.343	9-23		5.04		10	0		719	1125	2000					10	
Md.392	9-34	Md. 16 S. of E.New Market to Md. 331 in Hurlock			1	_									11	
		Total	34.92	1	-	2									12	
		Total	04102													
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FREDERICK COUNTY

Route	Control	LOCATION		lank	×	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COS	T é	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank	Ra	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	KEMAKKS
							CO	NSTRU	ICTION	NEE	OS				
Md.17	10-35	US 340 to 0.3 mi. North of Burkittsville	4.80	8 2	75	1	Relocate 2.5 mi.; Widen, resurface, modify curves & rehabilitate shoulders 2.3 mi.	338	650	1100	626,000	125,000	63,000	814,000 1	
Md.28	10-37	US 15 to Montgomery Co. Line	2.78	23 5	29	2	Resurface; Rehabilitate Shoulders.	687	1600	3000	111,000	23,000	23,000	157,000 2	
Md.75	10-47	Carroll County Line to Md. 26 at Libertytown	7.61	10 3	21		Widen & Resurface; Rehabilitate Shoulders; Modify Curves.		900	1500	680,000	136,000	158,000	974,000 3	
Md.75	10-46III	Md.26 at Libertytown to 1.14 mi.N.of New London	3.63	12 3	29		Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	322	8 50	1300	322,000	64,000	72,000	458,000 4	
Md.75	10-46II	1.14 mi. North of New London to New London	1.14	2	7	5	Relocation & Reconstruct.	322	750	1300	200,000	40,000	20,000	260,000 5	Transfer sections of old road to County.
Md.75	10-46I	New London to Md. 144 at New Market	3.06	1	6		Relocation & Reconstruct.		850	1500	550,000	110,000	50,000	710,000 6	Transfer sections of old road to County.
Md.75	10-45IV	Md. 144 at New Market to Fountain Mills	3.09	14 3	81	7	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; New Bridge; Relocate Around Monrovia.	266	800	1400	317,000	63,000	50,000	430,000 7	
Md.75	10-45II	Fahrney Branch to Price Distillery Road	2.37	9 2	96	8	Widen & Resurface; Modify Curves; Rehabilitate Shoulders.	270	450	800	275,000	55,000	29,000	359,000 8	
Md.75	10-45I	Price Distillery Road to Md. 355	1.88	17 4	66	9	Widen and Resurface; Rehabilitate Shoulders.	270	450	800	143,000	29,000	11,000	183,000 9	
E-W Hwy.	-	Wash. Co. Line to 3.0 mi. from Wash. Co. Line	3.0	22 5	08	10	Construct New Road.				825,000	165,000	143,100	1,133,100 10	Transfer Exist. Md. 77 upon completion of New Road.
E-W Hwy.	-	3.0 mi. from Wash. Co. Line to US 15 S.of Thurmont	3.20	21 5	07	11	Construct New Road.				800,000	160,000	76,000	1,036,000 11	Transfer Exist. Md. 77 upon completion of New Road.
ELW Hwy.	-	US 15 S. of Thurmont to Md. 77 E. of Graceham	4.68	3 1	25	12	Construct New Road.				1,375,000	275,000	164,700	1,814,700 12	Transfer Exist. Md. 77 upon completion of New Road.
E-W Hwy.	-	Md. 77 E. of Graceham to Carroll County Line	2.20	20 5	02	13	Construct New Road.				750,000	150,000	131,600	1,031,600 13	Transfer Exist. Md. 77 upon completion of New Road.
Md.80	10-56I	US 15 @ Buckeystown to N.W. terminal of US 240 Interchange	4.01	4 2	20	14	Relocation & Reconstruction.	535	950	1600	830,000	166,000	30,000	1,026,000 14	Transfer sections of old road to County.
Md.81	10-57	Md. 355 at Urbana to Md. 75 South of Monrovia	4.68	24 5	44	15	Resurface; Rehabilitate Shoulders.	157	375	1600	85,000	17,000	43,400	145,400 15	
Md.80	10-58	Md. 75 S. of Monrovia to Montgomery County Line	3.21	7 2	69	16	Widen & Resurface; Modify Curves; Rehabilitate Shoulders.		1025	1800	274,000	55,000	36,000	365,000 16	
Md.81	10-59	New US 15 at Thurmont to Lantz	4.10	13 3	64	17	Reconstruction.	933	1400	2400	1,725,000	345,000	100,000	2,170,000 17	
Md.81	10-59	Lantz to Washington County Line	3.60	11 3	25	18	Reconstruction; Relocate Around Sabillasville.	569	900	1600	475,000	95,000	120,000	690,000 18	
Md.194	10-40	Carroll County Line to Md. 550 in Woodsboro	5.97	25 5	66	19	Resurface.	2027	3550	6000	119,400	23,800		143,200 19	Ulti. Relocation at Woodsboro not included.
Md.194	10-41	Md. 550 in Woodsboro to Md. 26 in Ceresville	6.48	26 5	70	20	Resurface.	2084	3650	6000	129,600	25,900		155,500 20	Ulti. Relocation at Walkersville not included.
Md.355	10-31	Md. 75 to Montgomery County Line	0.2	28 5	91	21	Resurface.				4,000	800		4,800 21	
Md.355	10-31	Md. 80 to Md. 80 @ Urbana	0.2	27 5	82	22	Resurface.				4,000	800		4,800 22	
Md.550	10-641	Md. 77 South of Thurmont to Creagerstown	3.81	16 4	37	23	Widen & Resurface; Modify Curves; Rehabilitate Shoulders.	305	350	700	314,000	63,000	147,000	524,000 23	Trans. sect. between Md. 77 and prop.E-W on construction of E-W
	10-64II	Creagerstown to Northern Bank of Monocacy River	1.12	5 2	50	24	Widen & Resurface; Modify Curves; Rehabilitate Shoulders.	305	350	700	117,000	23,000	28,000	168,000 24	
Md.550	10-64II	Northern Bank of Monocacy River to Md. 194 in Woodsboro		6 2			Widen & Resurface; Modify Curves; Rehabilitate Shoulders; New Bridge.	305	350	700	330,000	66,000	80 000	476,000 25	Ultimate Relocation at Moodsboro not included.
Md.550	10-65	Md. 194 in Woodsboro to Md. 26 in Libertytown	5.22	15 4	20		Widen & Resurface; Rehabilitate Shoulders.		1025	2000	392,000	78,000	125,000	595,000 26	
						27								27	
		Total	87.86			28	Totals				\$11,773,000	\$2,354,300	\$1,700,800	315,828,100 28	
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oute Vo.	Control Section No.	LOCATION	Miles	Co. Rank State Wide	Line P	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	
	140.			S		RECOMMENDE	D FOR	NORM	AL MA	INTENAL	NCE				
		0.3 mi. North of Burkittsville to Alt. US 40 at Middletown	5.93		i			1025	1800					1	
ld.17					2		2118	1450	2500					2	
ld.17	10-36	Md. 79 in Rosemont to Potomac River Bridge	1.70				465	800	1400					3	
Md.75	10-45111	Fountain Mills to Fahrney Branch	0.30		3		266	800	1400					4	
ld.80	10-56II	N.W. terminal of US 240 Interchange Improvement to Md. 355 @ Urbana	1.05		4		200	0.0						5	
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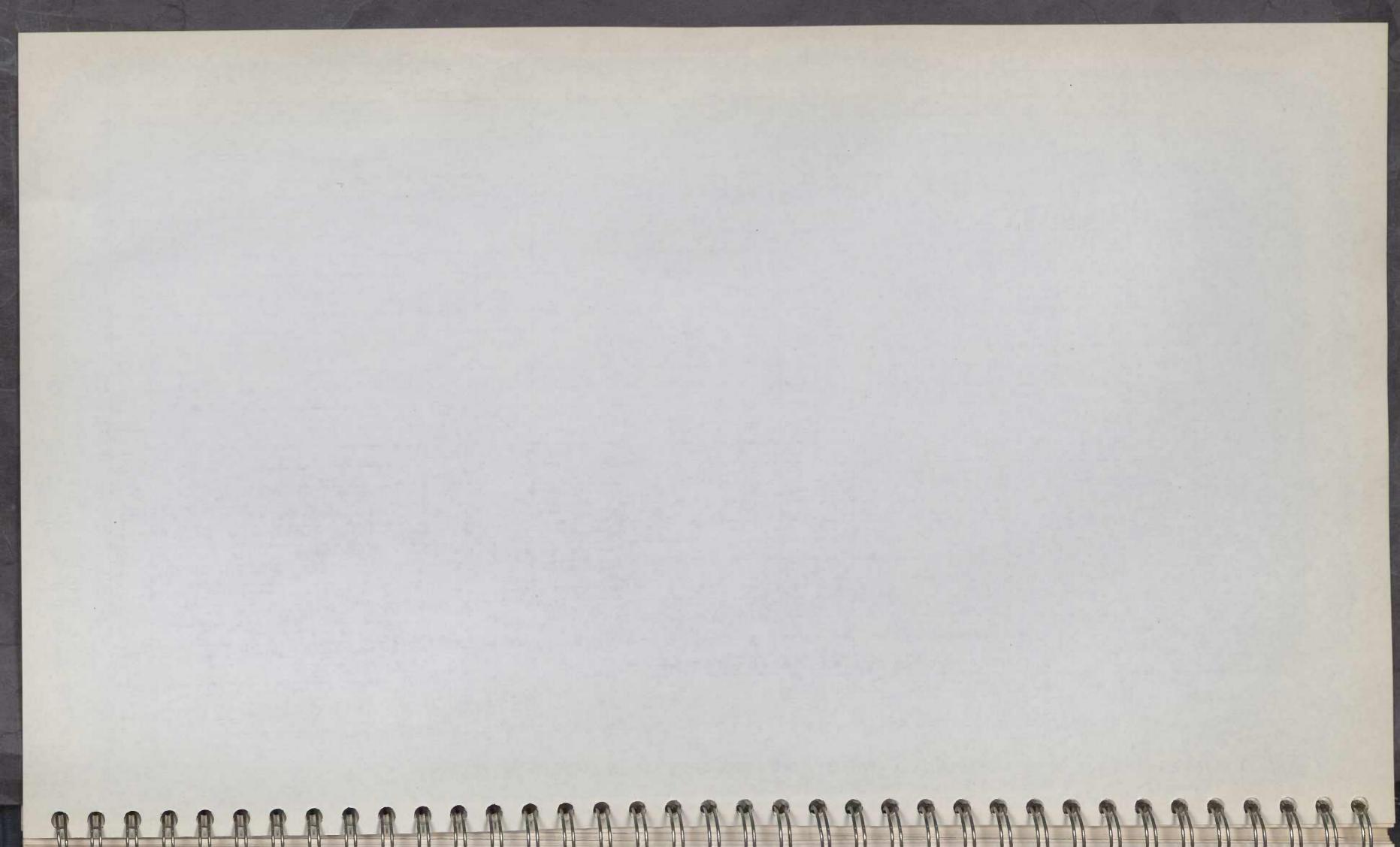
FREDERICK COUNTY

Route	Control			ank	Wide	No.	DECORPTION OF MODIC	T	RAFF	IC		ESTIMAT	LED COS.	Т	No.	REMARKS
Route No.	Section No.	LOCATION	Miles	Co. Rank	State	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line No.	REMARKS
							RECOMMENDED FOR TRANS	FER F	ROM (OTHER	JURISDIC	CTIONS TO	O STATE			
Md.123 Ext'n.	-	Montgomery County Line to Md. 75	0.50	19 4	498		Widen and Resurface; Rehabilitate Shoulders.			2000	37,500	7,500	1,000	46,000	1	
Md.491 Ext'n.	-	Washington County Line to Washington County Line twds. Ft. Ritchie	1.70	18 4	497	2	Widen and Resurface; Rehabilitate Shoulders; Modify Curves.				212,500	42,400	5,000	259,900	2	
						3									3	
		Total	2.20			4	Totals				\$250,000	\$49,900	\$6,000	\$305,900	4	
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	Control			Wide .	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E		ED COST		REMARKS
No.	Control Section No.	LOCATION	Miles	Co. Rank State Wide	Line N	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	C C C C C C C C C C C C C C C C C C C
	140.					RECOMMENDE	FOR	NORN	AL M	AINTENAN	NCE			
	11 00T	Md. 560 Twd. Deer Park	1.13		1		1088	1625	3000					1
d.135		and the second second	2.16		2		1088	1625	3000					2
ы. 135	The second second		0.48		3			575	1000					3
M.135		Allegany Co. Line Westerly	2.02		4			575	1000			7 / 1		4
M.135	11-42	0.48 mi. from Allegany Co. Line Westerly 0.4 mi. W. Md. 38 to Md. 38	0.40		5		369	500	900					5
Md. 135	11-21	Md. 560 in Mt. Lake Park to US 219	1.48		6		2875	4125	7200					6
Н.135	11-44		2.13		7		22	575	1000					7 Mr. D. J. add Named Named
Md.135		Co. Rd. 245 East of Swanton to Md. 38 Beg. New Const. @ Green St. in Oakland to Md. 135	0.16		8		**		22					8 This Roadway will remain Normal Maintenance until the Bypass
US 219	11-47	Bog. New Const. @ Green St. In Odkiding to Mar. 150												around Oakland is completed. At that time any necessary work wil
					+									be constructed and transferred to Primary System.
			0.44		9									9
Md.135	11-42	5.8 mi. E. of Swanton Rd. twd. Allegany County	0.44		10									10
			10,40	+	11									11
		Total	10.40											
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GARRETT COUNTY

Route	Control			ank Wide	No.	DESCRIPTION OF WORK	Т	RAFF	IC		ESTIMAT	ED COST	Г	No.	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Ran	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	REMARKS
						RECOMMENDED FOR TRA	NSFER F	ROM	STATE	TO OTHE	R JURISDI	ICTIONS			
Md.39	-	100' Sect. at Old 39 which remains to serve residents	0.02		1	Normal Maintenance.								1	Transfer to County. Presently Primary.
US 40	_	Old Segments	-		2	Normal Maintenance.								2	Transfer to County when relocation is completed. Presently Primary.
Md.219	_	Remaining Segments	0.20		3	Normal Maintenance.								3	Transfer to County when relocation is completed. Presently Primary.
Md.495	11-31	US 40 in Grantsville to new US 40	1.40		4	Normal Maintenance.	255	575	1000					4	Transfer to County upon completion of New US 40.
Md.495	11-26	Md. 495 to Md. 135	0.20		5	Normal Maintenance.								5	Transfer to County.
Md.657	11-40	Begin SRC Maint. to Allegany County Line	0.31		6	Normal Maintenance.								6	Transfer to County.
Md.825B	11-43	Md. 135 in Mt. Lake Park to Md 135 near Oakland	0.96		7	Normal Maintenance.								7	Transfer to County.
Md.825C	11-37	Old Section Md. 135 @ Backbone Mt.	1.80		8	Normal Maintenance.								8	Transfer to County.
Md.826	11-16	Md. 825B to US 219 South of Oakland	1.20		9	Normal Maintenance.								9	Transfer to County.
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		Total	6.09		11									11	
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HARFORD COUNTY

AS OF 1-1-61

Route	Control	LOCATION		ank	Wide	%	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COS	T	0.	
No.	Section No.	LOCATION	Miles	Co. Rank	State	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	REMARKS
							CC	NSTRU	JCTION	NEED	S			1		
Md.23	12-25	Md. 146 at Madonna to Md. 439 at Shawsville	3.45	19	224	1	Widen and Resurface; Rehabilitate Shoulders; Modify Curves; Construct 0.3 mi.bypass for Madonna.	1395	1800	3100	342,000	68,000	228,000	638,000	1	Transfer section of old road to Co.after cons. Madonna bypass.
Md.23	12-26	Md. 439 at Shawsville to Penna. State Line	6.81	24	270	2	Widen and Resurface; Rehabilitate Shoulders; Modify Curves.	950	950	1700	605,000	121,000	223,000	949,000	2	to contact the same apparent
Md.24	12-30	Md.23 at Forest Hill to Md.165 at Bush's Corner	7.22	7	134	3	Widen and Resurface; Rehabilitate Shoulders; Modify Curves; Widen Bridges.	854	1925	3300	770,000	154,000	199,000	1,123,000	3	0.3 mi. Normal Maintenance Study Future Relocation.
Md.24	12-31	Md. 165 at Bush's Corner to Penna. State Line at Fawn Grove	4.11	35	372	4	Widen and Resurface; Rehabilitate Shoulders; Modify Curves.	261	373	700	381,000	76,000	82,000	539,000	4	
Md.136	12-32	Md.7 (Philadelphia Rd.) to Md.22 at Churchville	6.22	30	315	5	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Reconstruct Bridge.	523	1200	2000	544,000	109,000	343,000	996,000	5	
Md.136	12-33	Md. 22 at Churchville to US 1 at Poplar Grove	5.67	22	238	6	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Reconstruct Bridge.	1653	1400	2400	711,000	142,000	148,000	1,001,000	6	
Md.136	12-34II	Md.440 at Dublin to Md.165 at Whiteford	6.55	2	14	7	Widen and Resurface; Rehabilitate Shoulders; Modify Curves.	1720	1975	3400	540,000	108,000	202,000	850,000	7	This does not include 0.45 mile section adjacent to Broad Creek.
Md.136	12-35	Md.165 at Whiteford to Md.624 West of Graceton	2.37	31	347	8	Widen and Resurface; Rehabilitate Shoulders; Modify Curves.	1064	1450	2500	252,000	50,000	138,000	440,000	8	
Md.136	12-57II	Md.624 West of Graceton to Md.24	2.15	17	202		Widen and Resurface; Rehabilitate Shoulders; Modify Curves.				236,000	47,000	38,000	321,000	9	
Md.136	12-57II	Md.24 to Fawn Grove Rd.	1.87	39	490	- 11	Widen and Resurface; Rehabilitate Shoulders; Widen Bridge.	277	400	700	154,000	31,000	62,000	247,000	10	
Md.136	12-57I	Fawn Grove Rd. to Md. 23	4.51	37	449	11	Widen and Resurface; Rehabilitate Shoulders; Reconstruct Bridge.	357	525	900	380,000	76,000	95,000	551,000	11	
Md.146	12-37	Md.152 to Md.23 at Madonna					Widen and Resurface; Rehabilitate Shoulders.	1645	2425		69,000	14,000	51,000	134,000	12	Transfer section of old road to Co.after cons. of Madonna bypass.
Md.152	12-39	Edgewood Arsenal toward US 40	0.54	18	214	13	Resurface.	1458	3225	5600	10,800	2,200		13,000	13	orditer cons. or madomid bypass.
Md.152	12-40	US 40 to 0.7 mi. N. of Md.7	1.36	4	92	14	Relocate.		2850	5000	225,000	45,000	54,000	324,000	14	Transfer old rd. to Co. upon completion of relocation.
Md.152	12-40	0.7 mi. N.of Md.7 to Relocated Md.152 W. of Mountain	2.10	5	102	15	Reconstruct & Relocate.				347,000	69,000	82,000	498,000	15	Transfer sections of old road to County.
Md.152	12-77	Pocock Rd. to Md.146 South of Madonna	2.14	36	406	To	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	435	1200	2000	187,000	37,000	46,000	270,000	16	
Md.155	12-15	Md.22 at Churchville to 2.4 miles East of Md. 22		11		17	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.		1575	2700	288,000	57,000	53,000	398,000	17	
Md.161	12-48I	Md.155 near Level to Price Rd.	3.7	9	159	18	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	867	1650	2900	398,000	80,000	78,000	556,000	18	Bridge Not Included.
Md.161	12-48II	Price Rd. to US 1 North of Darlington	1.7	14	186	19	Widen & Resurface; Rehabilitate Shoulders; Modify Curves 1.0 mi.	867	1650	2900	230,000	46,000	54,000	330,000	19	Transfer 0.3 miles to Co. after acquiring section of Castleton
																Rd. South of US 1 from County.
Md.165	12-49	Balto.Co.Line to Md.152 at Upper Crossroads	2.22	32	350	20	Widen & Resurface; Rehabilitate Shoulders.	789	1025	1800	178,000	36,000	113,000	327,000	20	
Md.165	12-50	Md.152 at Upper Crossroads to Md.23 at Jarrettsville	4.68	28	300	21	Widen & Resurface; Rehabilitate Shoulders; Modify Curves for 3.4 mi.; Relocate 1.28 mi.	506	2150	2000	547,000	109,000	120,000	776,000	21	Transfer sections of old road to Co.after cons. of relocation.
Md.165	12-51II	Md.23 at Jarrettsville to Mt. Horeb Rd.	3.06	23	262		Relocate 0.5 mi. Widen & Resurface; Rehabilitate Shoulders; Modify Curves for 2.56 mi.	1108	1150	2200	352,000	70,000	65,000	487,000	22	
Md.165	12-51I 12-79	Mt. Horeb Rd. to Md.624	5.34	12	181		Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Reconstruct Bridges.	654	1275	2200	697,000	139,000	101,000	937,000	23	
Md.439	12-54	Balto.Co.Line to Md.23 at Shawsville	1.22	25	289		Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	770	1325	2300	108,000	22,000	27,000	157,000	24	
Md.440	12-5511	US 1 near Darlington to Md.136 in Dublin	1.81	20	226	25	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.		1050	1900	169,000	34,000	101,000	304,000	25	
Md.440	12-55I	Md.136 in Dublin to Md.543 at Ady		27			Widen & Resurface; Rehabilitate Shoulders; Modify Curves.		775	1300	332,000	66,000	138,000	536,000	26	
Md.462		Md.22 in Aberdeen to Aberdeen City Limits	1.02				Construct Urban Section with C. & G.				204,000	41,000	11,000	256,000	27	
Md.462		Aberdeen City Limits to Md.155 at Webster	3.19				Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	713	1100	2000	260,000	52,000	38,000	350,000	28	
Md.543	12-59	US 1 at Hickory to Prop East, West Highway	1	. 1		1 1	Widen & Resurface; Rehabilitate Shoulders.		975	1700	96,000	19,000	20,000	135,000		
Md.543		US 1 at Hickory to Md.165 South of Pylesville	8.76	-			Widen & Resurface; Rehabilitate Shoulders. Modify Curves. Reconstruct Bridge.	768	1300	2300	986,000	197,000	167,000	1,350,000		

HARFORD COUNTY

D .	Control			ank	×	DESCRIPTION OF MORE	T	RAFF	10	E		ED COS	T :	REMARKS
oute Vo.	Section No.	LOCATION	Miles	Co. Rank	Ran	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	
							ONSTRU	CTION	N NEE	OS				
	20.00	D. C. I. C. C. P.	4.15	38 4	56	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.		200	350	345,000	69,000	50,000	464,000	Bridge Not Included.
d.623	12-62	Penna. State Line to Castleton Rd.	2.97	-	-	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Widen Bridge.		225	400	328,000	66,000	107,000	501,000	2
d.623		Castleton Rd. to US 1 Entr. to Aberdeen Proving Grounds to US 40 (West bound lane) with spurs at US 40 & Md.7	1.25			Widen & Resurface.		2725	4700	74,000	15,000		89,000	3
ld.715	12-66		3.20	_	-	4 Construct new road.				1,000,000	200,000	528,000	1,728,000	4
.W. Lighwy		Aberdeen Proving Grounds to N.E. Expressway	3.90	-		5 Construct new road.				1,170,000	234,000	467,000	1,871,000	5
E.W. Highwy E.W.		N.E. Expressway to Md.136		-	-					1,830,000	366,000	438,000	2,634,000	6
lighwy		Md.136 to US 1	6.10		-	6 Construct new road.				670,000	130,000		800,000	Grading and bridges are under contract.
E.W. Highwy		US 1 to Md.165	6.59		10	7 Construct new road.				1,500,000	300,000	360,000	2,160,000	
E.W. Highwy		Md.165 to Balto. Co. Line	5.0	8]	135	8 Construct new road.				_,,,,,,,,,				9
						9				# F1F 000	20 407 000	#F 007 000	#0C 040 000	10
		Total	135.99			Totals				\$17,515,800	\$3,497,200	\$5,027,000	\$26,040,000	10
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HARFORD COUNTY

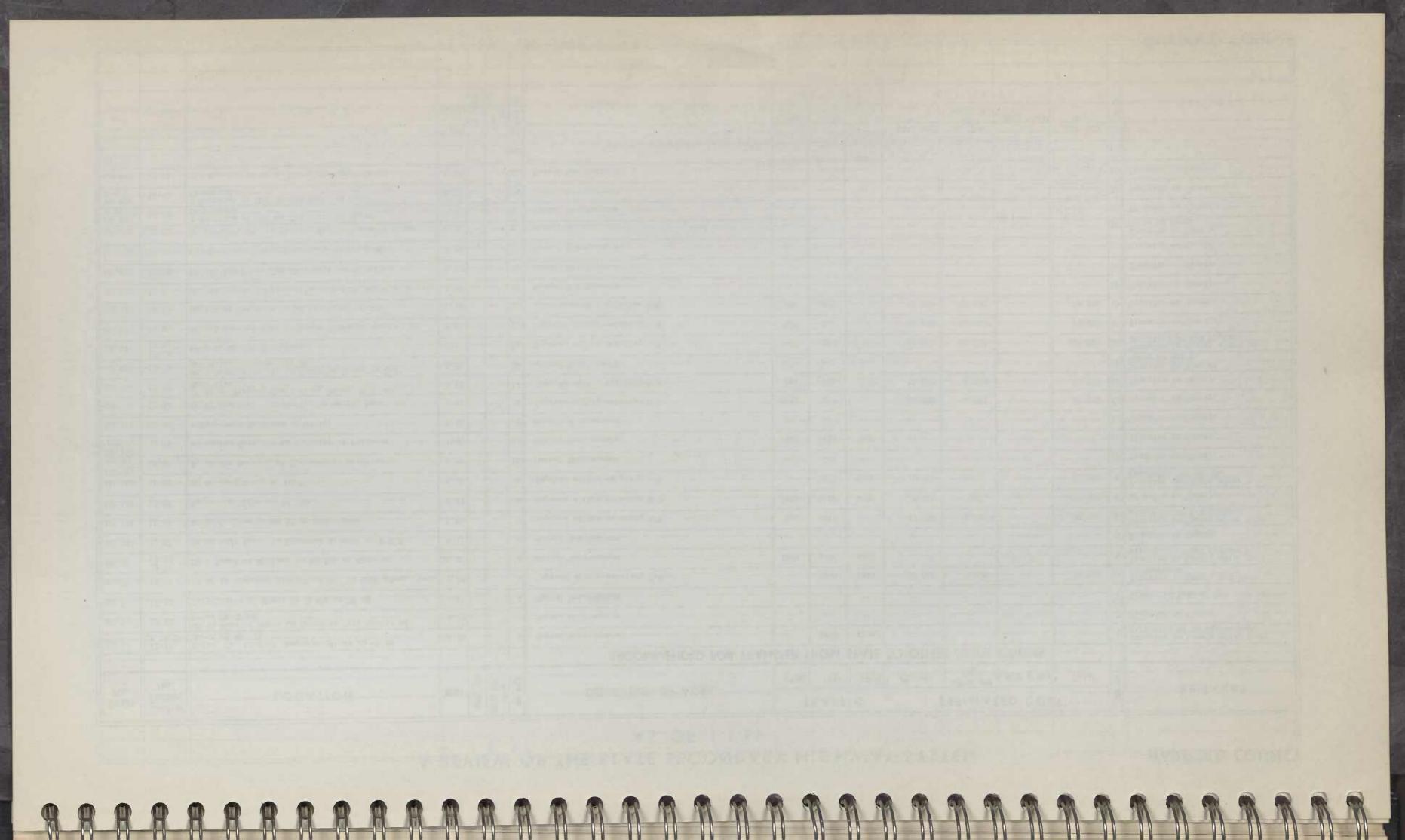
Route	Control Section	LOCATION	Miles	State Wide	DESCRIPTION OF WORK	T	RAFF	IC	E	ESTIMAT	ED COST	Г	No.	REMARKS
No.	No.	LOGATION	miles	State	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way		Line	KEMAKKS
					RECOMMENDED	FOR	NORM	IAL MA	AINTENAN	NCE				
Md.24	12-27	Entr. to Edgewood Arsenal to US 40	1.80		1	4522	6175	10,790					1 0	Will be relocated at time of const. of N.E. Express.Interchange.
Md.24	12-29	US 1 in Bel Air to Md.23 at Forest Hill	3.76		2	1635	3475	6000					2	
Md.136	12-341	US 1 at Poplar Grove to Md.440 at Dublin	1.05		3	1720	1975	3400					3	
Md.152	12-40	West of Mountain to US 1 at Lynch's Corner	1.8		4								4	
Md.152	12-76	US 1 at Lynch's Corner to Carrs Mill Road	2.3		5	1342	1625	2800					5	
Md.152	12-76	Carrs Mill Rd.to Md.165 at Upper Crossroads	3.6		6	735	1450	2500					6	
Md.152	12-77	Md.165 at Upper Crossroads to Pocock Rd.	2.0		7	435	1200	2500					7	
Md.152	12-39	US 40 toward Edgewood Arsenal	1.9		8	1458	3224	5600					8	
Md.155	12-15 12-16	2.4 miles East of Md.22 to US 40 @ Havre De Grace	6.8		9	2649	5425	9500					9	
Md.165		Md.624 to Md.543 South of Pylesville	0.83		10	634	1275	2200					10	
Md.165	12-80	Md.543 thru Pylesville to Cardiff at Penna. State Line	3.30		11	2757	3075	5400					11	
					12								12	
		Total	29.14		13								13	
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HARFORD COUNTY

Route	Control Section	LOCATION	Miles	Rank	A N	DESCRIP	TION OF WORK	Т	RAFF	IC	E	STIMAT	ED COS	Т	No.	D E MA D M C
No.	No.	ECCATION		Co. I	Rail	DESCRIP	TION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	REMARKS
						REC	COMMENDED FOR TRA	NSFER F	ROM	STATE	TO OTHE	R JURISDI	ICTIONS			
Md.7	12-17, 18,19,20	Balto. Co. Line at Gunpowder River to US 40 South of Md.175	11.35			Normal Maintenance.			2825	4700					1	Transfer to County after con- struction of NE Expressway.
Md.7	12-22	US 40 West of Havre De Grace to City Limits of Havre De Grace	1.19			Normal Maintenance.			T	II					2	Transfer to County.
Md.7	12-22	City Limits of Havre De Grace to US 40	1.61		- :	Normal Maintenance.									3	Trans. to Town of Havre De Grace.
Md.22	12-64	US 40 in Aberdeen along Post Rd. to US40 @Swan Creek	1.97		,	Improve within exist	ing R/W.		3050	5300	20,000	4,000		24,000	4	Transfer to County and Town of Aberdeen.
Md.23	12-23 24,25	US 1 South of Hickory to Md.146 at Madonna	10.67			Normal Maintenance.		1350	2400	4700						Transfer to County after construction of E/W Highway.
Md.24A	12-27	Md.24 near Entr. to Edgewood Arsenal to P.R.R.	0.13		(Normal Maintenance.									6	Transfer to County.
Md.138	12-36	Balto.Co.Line to Md.23 at Blackhorse	0.93			Improve within exist	ting R/W.	68T	1475		19,000	4,000		23,000		Transfer to County after construction of E/W Highway.
Md.146	12-37	Balto. Co. Line to Md.152	3.63		8	Improve within exist	ting R/W.	1431	2100	3700	26,000	5,000		31,000	- 11	Transfer to County.
Md.152	12-76	US 40 to 0.7 mi. N. Md.7	1.30			Improve within exist	ing R/W.		2850	5000	10,000	2,000		12,000		Transfer to County after Relocation of Md. 152
Md.152 (807G)	12-40	By-passed Section in Vicinity of Stockton	0.90		10	Normal Maintenance.										Transfer to County.
Md.152 (807F)	12-76	By-passed Sections in Vicinity of Fallston	1.30		1.	Normal Maintenance.		1342	1625	2800						Transfer to County.
Md.155	12-16	5 By-passed Sections of Md.155	3.48		1:	Normal Maintenance.										Transfer to County.
Md.156	12-44	Md.22 South of Churchville to Md.155 Level Rd.	3.91		13	Improve within exist	ing R/W.	1082	750		39,000	8,000				Transfer to County.
Md.159	12-46	US 40 at Stepney South along Penna. R.R. to Bush River	4.79		14	Improve within exist	ing R/W.	504	725	1300	42,000	8,000				Transfer to County.
Md.490	12-22	Md.7 Revolution St. in Havre De Grace to End SRC Maint. at Commerce St.	0.32		13	Normal Maintenance.										Transfer to Town of Havre De Grace.
Md.543	12-58 12-59	Md.7 to Md.136 at Creswell	8.25		16	Improve within exist	ing R/W.	562	1250	2000	165,000	33,000		198,000	16	Transfer to County after construction of E/W Highway.
Md.624	12-63	Md.165 east of Bush's Corner to Penna. State Line	3.09		17	Improve within exist	ing R/W.	107	150		61,800	12,400				Transfer to County.
Md.646	12-65	Md.136 at Prospect to Md.543 North of Ady	3.30		18	Improve within exist	ing R/W.	237	225		66,000	13,200				Transfer to County.
Md.753	12-67	Md.165 South of Pylesville to end SRCMaint.@ Street	1.06		19	Normal Maintenance.										Transfer to County.
Md.754	12-78	Md.543 Ady Rd.to End SRC Maint. at Highland	0.61		20	Normal Maintenance.										Transfer to County.
Md.762	12-74	Old Section of Md.136 between Dublin & US 1	0.29		2	Normal Maintenance.										Transfer to County.
Md.763	12-22	Md.155 Ohio St. to Juniata St. in Havre De Grace	0.29		2:											Transfor to Town of
Md.807		4 Sections of Old Md.152 North of Upper	0.96		2:										- 11	Havre De Grace. Transfer to County.
A,B,C,D Md.807 D & E	12-41	Crossroads 2 Sections of Old Md.152 South of Upper Crossroads	0.65		24	1										Transfer to County.
Md.881	12-75	Old Section of US 1, North of Poplar Grove	0.65		2.											Transfer to County.
NA. OOI	}	The section of the 1, north of 1 optics	}	1					7		}	1	-		200	
			00.00		2		т. 1				0440,000	600 600		Ø500 100	26	
		Total	66.69		2		Totals				\$448,800	\$89,600		\$538,400	27	
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Daula	Control Section No.	LOCATION			tank Wide	No.	DESCRIPTION OF WORK						ED COST		REMARKS
Route No.				Miles	Co. R State	Rar	DESCRIPTION OF WORK						Right of Way	Total	Line
							RECOMMENDED FOR TRAI	NSFER F	ROM	OTHER	JURISDIC	TIONS TO	STATE		
d.161 Rel.		Castleton Rd. from US 1 to Md.161		0.20	15 18	37 1	Reconstruction.	1	1650	2900	33,000	7,000	5,000	45,000	1
Hel.		Matterial Inc.				2									2
			Total	0.20		3	Totals				\$33,000	\$7,000	\$5,000	\$45,000	3
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HOWARD COUNTY

Route	Control			ank Wide	× N	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COS	Т	No.	DEMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Kan	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	REMARKS
					T		CO	NSTRU	ICTION	NEEL	OS					
US 29 Alt.	13-12	Old Frederick Rd. in Ellicott City to US 29	1.69	14 52	8 1	1	Resurface.		2950	5100	33,800	6,800		40,600	1	
Md.32	13-26	Linden Church Rd. to Md.108	3.1	3 17	0 2	2	Relocation.	793	1030	1800	558,000	111,600	163,000	832,600	2	Controlled Access.
Md.32	13-27	Md.108 to Simpsonville	3.44	10 27	1 3	3	Relocation.		800	1400	620,000	124,000	165,000	909,000	3	Controlled Access.
Md.32	13-27	Simpsonville to Atholton - US 29	1.25	12 30	2 4	4	Relocation.		800	1400	225,000	45,000	61,000	331,000	4	Controlled Access.
Md.32	13-28	Atholton - US 29 to US 1	4.78	11 28	8 5	5	Relocation.	983	1100	1900	860,000	172,000	232,000	1,264,000	5	Controlled Access.
Md.32	13-56	US 1 to Anne Arundel Co. Line	1.75	2 16	5 6	- 11	Relocation.			Est. 2000	315,000	63,000	87,000	465,000	6	Controlled Access.
Md.94	13-30	Md.144 to South 3.85 mi.	3.85	13 31	.6 7	7	Widen, modify curves, resurface, and rehabilitate shoulders.	269	425	700	303,500	60,700	91,800	456,000	7	
Md.94	13-30	3.85 mi. South of Md.144 to Montgomery Co. Line	1.70	9 26	6 8	8	Widen, modify curves, resurface, and rehabilitate shoulders.		350	600	137,500	27,500	14,000	179,000	8	
Md.108	13-55	Md.175 to US 29	2.17	7 23	17	9	Reconstruction & Relocation.		650	1000	336,000	67,000	35,000	438,000	9	One lane of Ultimate Dual.
Md.108	13-9	US 29 to Manor Lane at Elioak	2.00	6 22	29 10	10	Reconstruction & Relocation.	2205	2050	4000	318,000	63,000	40,000	421,000	10	One lane of Ultimate Dual.
Md.108	13-10	Mamor Lane at Elioak to Md.32	3.85	8 24	5 1	11	Reconstruction & Relocation.	2487	1650	3000	604,000	120,000	30,500	754,500	11	One lane of Ultimate Dual.
Md.108	13-11	Md.32 to Montgomery Co. Line	3.66	5 20	3 12	12	Reconstruction & Relocation.	2710	1800	3100	580,000	116,000	96,000	792,000	12	One lane of Ultimate Dual.
Md.176	13-54	US 1 No. of Dorsey to Md.108 at Jonestown	3.7	4 19	9 13	13	Relocation.				610,000	122,000	100,000	832,000	13	Controlled Access.
Md.216	13-49	Md.108 to Whiskey Bottom Rd.	7.1	1 6	2 14	14	Relocate 3.7 mi., Modify curves, widen and resurface 3.4 miConst. Interchange.	696	1500 2050	3000 9000	1,112,500	222,500	134,400	1,469,400	14	
					13	15									15	
		Total	44.04		16	16	Totals				\$6,613,300	\$1,321,100	\$1,249,700	\$9,184,100	16	
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HOWARD COUNTY

Route No.	Control Section No.	LOCATION Miles Start Star								No.	DEMARKS				
No.	No.	LOCATION	miles	State	L in	DESCRIPTION OF WORK		1		Constr.		Right of Way	Total	Line No.	REMARKS
OLL E	. 1 21					RECOMMENDED FOR TRAN	ISFER F	ROM C	OTHER	JURISDIC	CTIONS TO	O STATE			
in Ellic	erick Rd. ott City	US 29 Alt. to Baltimore Co. Line	0.30		1	Normal Maintenance.								1	Transfer to give continuity of State System.
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		Total	0.30		3									3	
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Route	Control			ank	No.	DESCRIPTION OF WORK	TR	AFFI	С	Е	STIMAT	TED COST	r	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	REMARKS
						RECOMMENDED FO	OR I	NORM	AL M	AINTENAN	NCE			
Md.32	13-60	0.68 mi. South of Carroll Co. Line to US 40	4.00		1		-	1700	3000					1
Md.32	13-28	US 29 at Atholton toward US 1 for 0.2 mile	0.20		2									2
Md.32	13-25 13-26	US 40 to Linden Church Rd.	6.92		3	30	306	425	700					3
Md.32	-	Carroll Co. Line (Patapsco River) South 0.68 mi.	0.68		4									4
Md.32	-	Bridge over Patapsco River @ Carroll Co. Line	-		5									5
Md.94	13-29	US 40 to Md.144	0.42		6		-							6 Improvements included under Inter- state Cost Study.
Md.208	13-9	0.3 mi. W. of US 29 to 1.1 mi. W. US 29	0.80		7		-							7
Md.216	13-49	Whiskey Bottom Road to Prince George Co. Line	3.30		6									8
					9									9
		Total	16.32		10									0
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Route	Control			ank	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMA	TED COS	T	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	
						RECOMMENDED	FOR	NORN	IAL M	AINTENAN	NCE			
Md.32	13-60	0.68 mi. South of Carroll Co. Line to US 40	4.00		1			1700	3000					1
Md.32	13-28	US 29 at Atholton toward US 1 for 0.2 mile	0.20		2									2
Md.32	13-25 13-26	US 40 to Linden Church Rd.	6.92		3		306	425	700					3
Md.32	-	Carroll Co. Line (Patapsco River) South 0.68 mi.	0.68		4									4
Md.32	-	Bridge over Patapsco River @ Carroll Co. Line	-		5									5
,Md.94	13-29	US 40 to Md.144	0.42		6									6 Improvements included under Inter- state Cost Study.
Md.208	13-9	0.3 mi. W. of US 29 to 1.1 mi. W. US 29	0.63		7									7
Md.216	13-49	Whiskey Bottom Road to Prince George Co. Line	3.30		6									6
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		Total	16.32		10									10
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HOWARD COUNTY

Route No.	Control Section No.	LOCATION	Miles	Rank	nk No.	DESCRIPTION OF WORK	Т	RAFF	IC		ESTIMAT	ED COST		No.	D 5 M A D W 6
No.	No.	LOCATION	Miles	Co. I	Ra Ra Line	DESCRIPTION OF WORK				Constr.		Right of Way	Total	Line No.	REMARKS
0117	1 1 71					RECOMMENDED FOR TRANS	SFER FI	ROM C	OTHER	JURISDIC	CTIONS TO	O STATE			
in Ellic	erick Rd. ott City	US 29 Alt. to Baltimore Co. Line	0.30		1	Normal Maintenance.								1	Transfer to give continuity of State System.
					2									2	and the second s
		Total	0.30		3									3	
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Route	Control	LOCATION	Miles	Rank Wide	No.	DESCRIPTION OF WORK	T	RAFF	IC	E	STIMAT	ED COS	Т	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	EMAKKS
						RECOMMENDED FOR TRAN	ISFER F	ROM :	STATE	TO OTHER	R JURISDI	ICTIONS		
Md.32	13-60	Carroll Co. Line South 0.68 mi.	0.68		1	Normal Maintenance.		1700	3000					Transfer after Const. Sykesville Bypass.
Md.32	13-25	US 40 to Linden Church Rd.	6.92		2	Improve within existing R/W.	306	425	700	72,000	14,400		86,400	2 Transfer remaining sections after current const. of Md.32 is compl.
Md.32	13-26, 27,28,56	Linden Church Road to Anne Arundel Co. Line	14.32		3	Normal Maintenance.	793	1050	1800					Transfer after const. of relocated Rt. 32.
Md.99	15-35,37	Md.32 to Rockland	8.50		4	Improve within existing R/W.	871	1500	3000	54,600	11,000		65,600	4 Transfer after Const. of 708
Md.99	13-41	Rockland to US 40	1.23		5	Normal Maintenance.		1925	3300					5 Transfer to County.
Md.99	13-42	Frederick Rd. to US 40	1.03		6	Normal Maintenance.								6 Transfer to County.
Md.103	13-39 13-61	US 29 to US 1 Incl. Spur @ US 29	6.38		7	Improve within existing R/W.		5250	9100	60,000	12,000		72,000	7 Transfer after Const. of 176.
Md.103A	13-39	US 1 to Md.477 at Elkridge	0.12		8	Resurface.				500	100		600	8 Transfer to County.
Md.144	13-57	Old Section of US 40 at Carroll Co. Line	0.15		9	Normal Maintenance.								9 Transfer to County.
Md.144	13-45	US 40 near Pine Orchard to US 40 nr.Carroll Co.Line	14.83		10	Normal Maintenance.	641	975 1425	1700 2500					O Transfer to County.
Md.175	13-46	Md.103 to US 1	5.04		11	Normal Maintenance.								l Transfer to County.
Md.216	13-49	0.7 mi. West of Scaggsville to Whiskey Bottom Rd.	3.00		12	Improve within existing R/W.	696	2050	9000	72,000	14,400		86,400	2 Transfer after Relocation of 216.
Md.216	13-49	Whiskey Bottom Rd. to Prince George Co. Line	1.51		13	Improve within existing R/W.	832	2250	4000	33,600	6,700		40,300	3 Transfer to County.
Md.477	13-52	US 1 to US 1 in Elkridge	1.49		14	Improve within existing R/W.				20,900	4,200		25,100	4 Transfer to County.
Md.851A B,C,D	13-24	Old Sections of Md.32	0.73		15	Normal Maintenance.]	5 Transfer to County.
Md.981	13-59	Old Section Md.175 at Jonestown	0.31		16	Normal Maintenance.				~ ~			1	6 Transfer to County.
Md.982	13-58	US 29 to US 29 No. of Columbia	0.50		17	Normal Maintenance.]	7 Transfer to County.
					18]	8
		Total	66.74		19	Totals				\$313,600	\$62,800		\$376,400	9
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KENT COUNTY

AS OF 1-1-61

No.	LOCATION			DESCRIPTION OF WORK	•	RAFF	. •	-	STIMAT		-	DELLARKE		
		Miles	Co. R	Rar	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	REMARKS
						CO	NSTRU	CTION	NEED)S				
14-11	Md.514 to Md.298 Spur E. of Fairlee	4.84	13 5	27	1 R	desurface.	1416	2375	4100	145,000	29,000		174,000	
14-12	Md.298 S. of Fairlee to Md.21 @ Sandy Bottom	1.27	6 3	320	2 R	desurface.	1370	2300	4000	38,000	7,600		45,600	
14-13	Md.21@Sandy Bottom to Md.288 N.E. of Rock Hall	4.60	7 3	30 3	3 R	desurface.	1045	2050	3500	138,000	27,600		165,600	3
14-14	Md.20 & Md.445 via Main St. to Relocated Md.20 & Md.445 @ Rock Hall Road	0.10	5 2	94	4 R	desurface.	1650	2600	4500	3,000	600		3,600	4
14-15	Md.20 @ Sandy Bottom to End SPC Maint.@ Tolchester	3.45	19 5	57	5 R	desurface.	290	600	4000	103,500	20,700		124,200	
14-17	High St. in Chestertown to R.R. Crossing	0.20	15 5	34	6 M	linor resurfacing.	769	1150	2000	4,000	800		4,800	G C
14-18	0.2 mi. South of Md.664 to Md.661	2.48	21 5	69 7	7 M	lingr resurfacing.		325	600	47,100	9,500		56,600	7
	Md.661 twd. Cliffs City - End SRC Maint.	3.40	8 3	375 8	8 R	Resurface; Rehab. Shoulders; Modify curves.		325	600	118,300	23,600	7,500	149,400	3
	0.2 mi. S. of Md.313 S. of Galena to R.R. Crossing @ Lampson	1.51	17 5	42 9	9 R	Resurface; Rehabilitate Shoulders.	452	275	500	27,200	5,500	5,500	38,200	9
14-20	R.R. Crossing @ Lampson to Md.447 @ Chesterville	2.79	20 5	64 10			452	275	500	50,200	10,000	24,100	84,300 1	
14-21	Md.447 @ Chesterville to Queen Annes Co. Line	2.79	2	20 1	II M	Modify Curves.	304	200 425	350 700	155,000	31,000	20,000	206,000 1	
14-22	Md.290 S. of Chesterville to 0.6 mi.W. of US 301	2.22	14 5	32 1	12 0	2.02 miResurface; Rehabilitate Shoulders;	93	650	1100	72,500	14,500	12,900	99,900 1	2
14-22	0.6 mi. W. of US 301 to Md.313	2.06	9 3	76 13	13 W	Viden and Resurface; Rehabilitate Shoulders.	113	625	1000	109,500	21,900	5,000	136,400 13	3
14-28	Md.313 @ Millington to Delaware Line	4.54	11 4	50 1	14 W	diden and Resurface; Rehabilitate Shoulders.	452	500	900	243,900	48,800	26,700	319,400 1	4
14-24	Begin SRC Maint. @ Chesapeake Bay Thru Betterton	0.61	18 5	50 1	15 M	linor Resurfacing.	418	625	1000	12,100	2,400		14,500 1	5
14-24	S. Limits of Betterton to N. Limits of Stillpond	2.66	10 4	45 16	16 M	linor Resurfacing.	383	525	600	64,300	12,900	er to	77,200 10	
14-24	N. Limits of Stillpond Thru Stillpond	0.76	22 5	78 17	17 M	linor Resurfacing.	383	525	900	13,700	2,700		16,400 17	7
14-24	0.29 mi. S. of Stillpond to Md.298	0.63	23 5	83 18	18 M	linor Resurfacing.	383	525	900	12,000	2,400		14,400 18	3
14-28	Md.298 thru Worten to US 213 @ Hopewell	3.62	16 5	38 1	19 R	Resurface; Rehabilitate Shoulders.	572 640	1100 1375	2400	108,600	21,700		130,300 19	
14-55	Md.566 E. of Stillpond to Md.292	1.36	24 5	92 20	20 R	desurface.			Assumed 1100	24,500	4,900		29,400 20	
14-37	Md.20 & 674 to End SRC Maint. @ Co. Rd.	5.96	12 4	53 2	21 R	desurface.	276	450	800	29,800	6,000		35,800 21	
-	Morgnec to Md.290	4.2±	1	19 2	22 C	Construct New Road.			2400	471,000	94,200	23,000	588,200 22	
-	Md.20 to Md.447 Chestertown Bypass	1.5±	4 2	208 2	11		544	1600	3000	360,000	72,000		432,000 23	3
14-39	0.46 mi. N.E. of US 213 to Morgnec	3.94	3 2	207 2			544	1600	Assumed 3000	303,800	60,700	65,800	430,300 24	Remove Spur to SRC Yard.
				2	25								25	
	Total	61.49		2	26	Totals				\$2,655,000	\$531,000	\$190,500	\$3,376,500 26	
	4-12 4-13 4-14 4-15 4-17 4-18 4-17 4-20 4-20 4-21 4-22 4-22 4-22 4-24 4-24 4-24 4-24 4-24 4-37	Md.298 S. of Fairlee to Md.21 @ Sandy Bottom Md.21 @ Sandy Bottom to Md.288 N.E. of Rock Hall Md.20 & Md.445 via Main St. to Relocated Md.20 & Md.445 @ Rock Hall Road Md.20 @ Sandy Bottom to End SRC Maint.@ Tolchester High St. in Chestertown to R.R. Crossing 0.2 mi. South of Md.664 to Md.661 Md.661 twd. Cliffs City - End SRC Maint. 0.2 mi. S. of Md.313 S. of Galena to R.R. Crossing @ Lampson 4-20 R.R. Crossing @ Lampson to Md.447 @ Chesterville Md.447 @ Chesterville to Queen Annes Co. Line Md.290 S. of Chesterville to 0.6 mi.W. of US 301 4-22 Md.290 S. of Chesterville to 0.6 mi.W. of US 301 4-24 Begin SRC Maint. @ Chesapeake Bay Thru Betterton 4-24 S. Limits of Betterton to N. Limits of Stillpond 4-24 N. Limits of Stillpond Thru Stillpond 4-24 O.29 mi. S. of Stillpond to Md.298 Md.298 thru Worten to US 213 @ Hopewell Md.296 co. Rd. Morgnec to Md.290 Md.20 to Md.447 Chestertown Bypass 4-39 O.46 mi. N.E. of US 213 to Morgnec	4-12 Md. 298 S. of Fairlee to Md. 21 @ Sandy Bottom 4-13 Md. 21 @ Sandy Bottom to Md. 288 N.E. of Rock Hall 4-14 Md. 20 & Md. 445 via Main St. to Relocated Md. 20 & Md. 415 @ Rock Hall Road 4-15 Md. 20 @ Sandy Bottom to End SRC Maint.@ Tolchester 4-17 High St. in Chestertown to R.R. Crossing 0.20 4-18 0.2 mi. South of Md. 664 to Md. 661 2.48 4-17 Md. 661 twd. Cliffs City - End SRC Maint. 3.40 4-20 C.2 mi. S. of Md. 313 S. of Galena to R.R. Crossing @ Lampson 4-20 R.R. Crossing @ Lampson to Md. 447 @ Chesterville 2.79 4-21 Md. 447 @ Chesterville to Queen Annes Co. Line 4-22 Md. 290 S. of Chesterville to 0.6 mi.W. of US 301 2.22 4-22 O.6 mi. W. of US 301 to Md. 313 4-24 Begin SRC Maint. @ Chesapeake Bay Thru Betterton 4-24 S. Limits of Betterton to N. Limits of Stillpond 4-24 N. Limits of Stillpond Thru Stillpond 4-24 O.29 mi. S. of Stillpond to Md. 298 4-28 Md. 298 thru Worten to US 213 @ Hopewell 3.62 4-37 Md. 20 & 674 to End SRC Maint. @ Co. Rd. Morgnec to Md. 290 Md. 20 to Md. 447 Chestertown Bypass 1.54 4-39 O.46 mi. N.E. of US 213 to Morgnec 3.34	4-12 Md.298 S. of Fairlee to Md.21 @ Sandy Bottom 1.27 6 3 4-13 Md.21@Sandy Bottom to Md.288 N.E. of Rock Hall 4.60 7 3 4-14 & Md.425 @ Rock Hall Road 0.10 5 2 4-15 Md.445 @ Rock Hall Road 0.10 5 2 4-17 High St. in Chestertown to R.R. Crossing 0.20 15 5 4-18 0.2 mi. South of Md.664 to Md.661 2.48 21 5 4-19 Md.661 twd. Cliffs City - End SRC Maint. 3.40 8 3 4-20 0.2 mi. S. of Md.313 S. of Galena to R.R. Crossing @ Lampson 4-20 R.R. Crossing @ Lampson to Md.447 @ Chesterville 2.79 20 5 4-21 Md.447 @ Chesterville to Queen Annes Co. Line 2.79 2 4-22 Md.290 S. of Chesterville to 0.6 mi.W. of US 301 2.22 14 5 4-28 Md.313 @ Millington to Delaware Line 4.54 11 4 4-24 Begin SRC Maint. @ Chesapeake Bay Thru Betterton 0.61 18 5 4-24 S. Limits of Betterton to N. Limits of Stillpond 0.76 22 5 4-28 Md.298 thru Worten to US 213 @ Hopewell 3.62 16 5 4-28 Md.298 thru Worten to US 213 @ Hopewell 3.62 16 5 4-28 Md.298 thru Worten to US 213 @ Hopewell 3.62 16 5 4-29 Md.20 & 674 to End SRC Maint. @ Co. Rd. 5.96 12 4 4-39 0.46 mi. N.E. of US 213 to Morgnec 3.94 3 2 4-39 0.46 mi. N.E. of US 213 to Morgnec 3.94 3 2	4-12 Md.298 S. of Fairlee to Md.21 @ Sandy Bottom 1.27 6 320 4-13 Md.21 @ Sandy Bottom to Md.288 N.E. of Rock Hall 4.60 7 330 4-14 & Md.20 & Md.445 via Main St. to Relocated Md.20 0.10 5 294 4-15 Md.20 & Sandy Bottom to End SRC Maint.@ Tolchester 3.45 19 557 4-15 Md.20 @ Sandy Bottom to End SRC Maint.@ Tolchester 3.45 19 557 4-17 High St. in Chestertown to R.R. Crossing 0.20 15 534 4-18 0.2 mi. South of Md.664 to Md.661 2.48 21 569 4-18 Md.661 twd. Cliffs City - End SRC Maint. 3.40 8 375 4-20 Crossing @ Lampson to Md.447 @ Chesterville 2.79 20 564 4-20 R.R. Crossing @ Lampson to Md.447 @ Chesterville 2.79 20 564 4-21 Md.447 @ Chesterville to Queen Annes Co. Line 2.79 2 20 4-22 Md.290 S. of Chesterville to 0.6 mi.W. of US 301 2.22 14 532 4-22 0.6 mi. W. of US 301 to Md.313 2.06 9 376 4-24 Begin SRC Maint. @ Chesapeake Bay Thru Betterton 0.61 18 550 4-24 S. Limits of Betterton to N. Limits of Stillpond 0.76 22 578 4-25 Md.298 thru Worten to US 213 @ Hopewell 3.62 16 538 4-28 Md.298 thru Worten to US 213 @ Hopewell 3.62 16 538 4-28 Md.298 thru Worten to US 213 @ Hopewell 3.62 16 538 4-28 Md.298 thru Worten to US 213 @ Hopewell 3.62 16 538 4-29 Md.20 & 674 to End SRC Maint. @ Co. Rd. 5.96 12 453 - Morgnec to Md.290 - Md.20 to Md.447 Chestertown Bypass 1.5± 4 208 4-39 0.46 mi. N.E. of US 213 to Morgnec 3.94 3 207	Md. 298 S. of Fairlee to Md. 21 @ Sandy Bottom	4-12 Md. 298 S. of Fgirlee to Md. 21 @ Sandy Bottom 4-13 Md. 21 @ Sandy Bottom to Md. 288 N.E. of Rock Hall 4-14 Md. 21 @ Sandy Bottom to Md. 288 N.E. of Rock Hall 4-15 Md. 45 @ Rock Hall Road 4-16 Md. 445 @ Rock Hall Road 4-17 Migh St. in Chestertown to End SRC Maint. @ Tolchester 4-18 Md. 20 @ Sandy Bottom to End SRC Maint. @ Tolchester 4-19 High St. in Chestertown to R.R. Crossing 4-19 Md. 661 twd. Cliffs City - End SRC Maint. 4-20 0.2 mi. South of Md. 664 to Md. 661 4-21 O.2 mi. South of Md. 313 S. of Galena to R.R. 4-22 Crossing @ Lampson to Md. 447 @ Chesterville 4-23 R.R. Crossing @ Lampson to Md. 447 @ Chesterville 4-24 Md. 290 S. of Chesterville to Queen Annes Co. Line 4-25 Md. 290 S. of Chesterville to 0.6 mi. W. of US 301 4-26 Md. 313 @ Millington to Delaware Line 4-27 Md. 318 Millington to Delaware Line 4-28 Md. 318 Millington to Delaware Line 4-29 St. Limits of Stillpond Thru Stillpond 4-24 S. Limits of Stillpond Thru Stillpond 4-25 Md. 298 md. 29	4-12 Md.298 S. of Feirlee to Md.21@ Sandy Bottom	4-12 M4.298 S. of Fairlee to Md.21 @ Sandy Bottom	4-12 M4.298 S. of Fairlee to M4.21 @ Sandy Botton	4-12 Md.238 S. of Pairlee to Md. 21 @ Sandy Botton	4-12 M4.298 S. of Fuirlee to M4.21 g Sandy Betton 1.27 8 320 2 Resurface. 1370 2300 4000 38,000 7,600 413 34.21 g Sandy Botton to M4.228 N.E. of Rock Hell 4.60 7 330 3 Resurface. 1045 2050 3500 138,000 27,500 414 4.61 4.62	4-12 Md. 298 S. of Farlee to Md. 21 @ Smndy Bottom 1.27 0 320 2 Resurface. 1270 2500 4000 38,000 7,600 4-13 Md. 20 @ Smndy Bottom to Md. 228 Mt. of Rock Hall 1 4.60 7 350 3 Resurface. 1655 2600 4500 3500 139,000 27,500 4-14 Md. 20 @ Smndy Bottom to End STC Maint.g. Tolchester 3.45 13 557 8 Resurface. 1659 2600 4000 103,500 20,700 4-15 Md. 20 @ Smndy Bottom to End STC Maint.g. Tolchester 3.45 13 557 8 Resurface. 290 600 4000 103,500 20,700 4-17 High St. in Cheetercom to R.R. Crossing 0.20 15 534 6 Minor resurfacing. 768 1159 2000 4,000 103,500 20,700 4-18 U. 60 Lt. d. Cliffs City - End STC Maint. 3.40 8 375 8 Resurface. 768 1159 2000 4,000 103,500 20,700 4-19 U. 60 Lt. d. Cliffs City - End STC Maint. 3.40 8 375 8 Resurface. 800 400 103,500 47,100 9,500 4-20 0.2 mi. S. of Mini31 S. of Gelena to R.R. 1.51 17 542 9 Resurface; Rebubilitate Shoulders. 452 275 500 27,200 5,500 5,500 400 103,500 4	4-12 Mi.20s S. of Furler to Mi.21g Soudy Bettom 1.27 6 320 2 Pesurface. 1570 2300 4000 38,000 7,600 45,600 4.13 Mi.21g Soudy Pettom to Mi.20g N.T. of Nock Hell 4.60 7 330 3 Pesurface. 165 2500 3300 138,000 27,600 165,600 4.14 6.00 Mi.20g Mi.44 vic Main. St. to Nelboarder Mi.20g 0.10 5 284 4 Pesurface. 1650 2600 4500 3,000 600 3,800 4.15 William Mi.40g Mi.40g Mi.44 vic Main. St. to Nelboarder Mi.20g 0.10 5 284 4 Pesurface. 230 600 4500 3,000 600 3,800 4.15 William Mi.40g M

0 .	Control			ank Wide	No.	DESCRIPTION OF MORE	TF	RAFF	IC	E		ED COS	T	REMARKS
Route No.	Section No.	LOCATION	Miles	Co. R.	Rank Line No.	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line
						RECOMMENDED FO	OR	NORM	IAL M	AINTENAN	NCE			
Md.20	14-50	Md.298 Spur E. of Fairlee to Md.298 S.	0.92		1	-		1500						1
New Md.20		Md.20 @ Md.288 to Md.20 W. side of Rock Hall (Tolchester Rd.)	0.40		2	-								2
Md.20	14-18	Md.20@Tolchester Rd.to end SRC Maint.@Gratitude	1.48		3	10	.001	900	1500					3
Md.289		R.R. Crossing @ Chestertown to Md.664	1.91		4	7	769	1150	2000			-		4
Md.289	14-18	Md.664 Southerly	0.2		5			325	600					5
Md.290		Md.299 @ Sassafras to US 301	0.30		6									6
Md.290	14-20	Md.313 S. of Galena Southerly	0.2		7		452	275	500					7
Md.298	14-30	Md.297 @ Butlertown to 20 @ Fairlee	7.54		6	3 3	310 349	500 1050	900 1800					8
Md.298	14-55	Md.292 to Md.297 @ Butlertown	3.63		9	6	611	1250	2200					9
Md.313	14-8	Md.29 @ Millington to Queen Annes Co. Line	0.20		10	4	481	575	1000					10
Md.566	14-56	Md.292 @ Stillpond to US 213 @ Harmony Grove	3.80		11	-		775	1300					11
					12									12
		Total	20.58		13									13
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KENT COUNTY

Route	Control			ank Wide	No.		Т	RAFF	IC	E	STIMAT	ED COST		ço.	D 5 1 4 D 1/ C
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Rar	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	REMARKS
						RECOMMENDED FOR TR	ANSFER F	ROM :	STATE	TO OTHE	R JURISDI	CTIONS			
Md.20	14-14	New Md.20 &Md.288 toOld Md.20 &Md.445 viα Old Md.20	0.8		1	Minor Resurfacing.	1650	2600	4500	5,600	1,100		6,700	1	Transfer to County.
Md.20	14-10	College Ave to Md.514	0.75		2	Normal Maintenance.	1			~-				2	Transfer after construction of Chestertown Bypass.
Md.20	14-10	US 213 in Chestertown	0.14		3	Minor Resurfacing.				4,000	800		4,800	3	Transfer to town after con- struction of Chestertown Bypass.
Md.288	14-16	Md.20 E. of Rock Hall to End SRC Maint. @ Langford Bay	3.39		4	Improve within existing R/W.	847	225	400	23,700	5,700		29,400	4	Transfer to County.
Md.292	14-25	Md.298 S. of Stillpond to US 213	2.8		5	Normal Maintenance.	196	150	300					5	Transfer to County.
Md.293	14-26	School Street in Betterton	0.13		6	Normal Maintenance.								6	Transfer to town of Betterton.
Md.293	14-26	Wheeler Ave. in Betterton	0.16		7	Normal Maintenance.								7	Transfer to town of Betterton.
Md.293	14-26	Ericson Ave. in Betterton	0.62		8	Normal Maintenance.								8	Transfer to town of Betterton.
Md.293	14-26	Ist. (Bayside St.) St. in Betterton	0.24		9	Normal Maintenance.								9	Transfer to town of Betterton.
Md.297	14-27	Md.298 @ Butlertown to End SRC Maint. in Newtown	3.81		10	Improve within existing R/W.				26,700	5,300		32,000	10	Transfer to County.
Md.298	14-30	Md.20 to Md.298 in Fairlee	0.57		11	Normal Maintenance.								11	Transfer to County.
Md.299	14-31	Cecil Co. Line to Md.313 @ Massey	5.21		12	Improve within existing R/W.	641	400	700	104,200	20,800		125,000	12	Transfer to County.
Md.313	14-52	US 301 to Md.299 @ Massey	1.43		13	Improve within existing R/W.	620	425	700	35,800	7,200		43,000	13	Transfer to County.
Md.313	14-8	Md.299 @ Massey to Md.291 @ Millington	3.70		14	Improve within existing R/W.	1237	525	900	25,900	.5,200		31,100	14	Transfer to County.
Md.442	14-32	Md.292 S. of Betterton to End SPC Maint.	0.36		15	Normal Maintenance.								15	Transfer to County.
Md.443	14-33	Md.292 S. of Betterton to End SRC Maint. @ Coleman	0.87		16	Normal Maintenance.	183	300	500					16	Transfer to County.
Md.444	14-36	Md.444 N. of US 213 @ Locust Grove to End SRC Maint. @ Blacks with Westerly Spur to US 213	1.95		17	Normal Maintenance.	93	175	300					17	Transfer to County.
Md.444	14-34	Begin SRC Maint. near Turner Creek to US 213	3.46		18	Improve within existing R/W.		375	700	34,600	6,900		41,500	18	Transfer to County.
Md.445	14-36	Md.21 E. of Tolchester to Md.20 in Rock Hall	6.09		19	Improve within existing R/W.	356	650	1000	60,900	12,200		73,100	19	Transfer to County.
Md.446	14-36	Md.20 W. of Chestertown to End SRC Maint @ Co. Rd.	3.68		20	Normal Maintenance.	300	250	400						Transfer to County.
Md.447	14-39	US 213 towards Morgnec	0.46		21	Normal Maintenance.	544	1600	Assumed 3000				🗆	21	Transfer after construction of Chestertown Bypass.
Md.447	14-39	Morgnec to Md.290 in Chesterville	5.95		22	Normal Maintenance.	324 446	625 350	1000					22	Transfer to Co.upon completion o new Constr.as per agreement.
Md.448	14-40	US 213 to Md.447	2.74		23	Normal Maintenance.	244	375	700	 ←				23	Transfer to County.
Md.448	14-40	Begin SRC Maint, near Turner Creek to US 213	3.19		24	Improve within existing R/W.	214 142	350 250	600 400	63,800	12,800		76,600	24	Transfer to County.
Md.514	14-41	Md.20 N. of Chestertown to End SPC Maint.	3.80		25	Normal Maintenance.		1200	2000					25	Transfer to County.
Md.537	14-42	US 213 to US 213 @ Locust Grove	0.71		26	Normal Maintenance.								26	Transfer to County.
Md.561	14-43	Md.298 @ Lynch to US 213	2.50		27	Normal Maintenance.	649	975	1700					27	Transfer to County.
Md.661	14-45	Md.289 S. of Pomona to End SRC Maint @ Quaker Neck	2.22		21	Normal Maintenance.	117	200	350					28	Transfer to County.
Md.664	14-46	Md. 289 @ Piney Grove to End SRC Maint.	1.66		25		103	400	700					29	Transfer to County.
Md.674	14-47	Md.20 & Md.445 @ Rock Hall to Rock Hall Harbor	0.55		31	Normal Maintenance.								30	Transfer to town of Rock Hall.
Md.698		Begin SRCMaint.(SRC Garage) to High St.in Chestertown		-	3.									31	Transfer to Chestertown.

MONTGOMERY COUNTY

Route	Control			lank	No.	DESCRIPTION OF WORK	Т	RAFF	-IC	£	ESTIMAT	ED COS	Т	No.	REMARKS
No.	Section No.	LOCATION	Miles	Co. R	Rank Line No.	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	REMARKS
							NSTRU	JCTIO	N NEED	S					
Md. 28	15-42	Frederick Co. Line to Co.253 S. of Dickerson	2.12	33	257 1	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Reconstruct Bridge.	1292	1975	3400	255,900	51,200	41,900	349,000	1	
Md. 28	15-43	Co.253 S. of Dickerson to Md.109 @ Beallsville	2.26	38	298 2	Widen & Resurface; Rehab.Shoulders; Modify Curves.	709	1600	3000	83,500	16,800	28,600	128,900	2	
Md.28	15-44	Md.109 @ Beallsville to Md.107 @ Dowsonville	5.49	61	116 3	Widen & Resurface; Rehabilitate Shoulders.	587	1600	2600	411,800	82,200	61,700	555,700	3	
Md. 28	15-45	Md.107 @ Dowsonville to Md.112 @ Darnestown	3.39	23	155 4	Widen & Resurface; Rehabilitate Shoulders for 1.0 mi. Reconstruct 2.39 mi. Widen Bridge.	994	1525	2700	479,600	96,000	43,700	619,300	4	
Md. 28	15-46	Md.112 @ Darnestown to Md.124 @ Quince Orchard	2.50	30	201 5			2700		83,000	16,600		99,600	5	
Md. 28	15-47	Md.124 @ Quince Orchard lmi.tw.of Interch.w.N. Pike	3.95	49	345 6	Resurface; Rehab. Shoulders.	1183	1850	3200	110,000	22,000		132,000	6	
Md.28	15-4	Md.586 in Rockville to Md.97 @ Norbeck	4.42	14	106 7	Widen and Resurface; Rehabilitate Shoulders; Modify Curves for 2.87 mi. Relocate 1.55 mi.		2900	5000	527,900	105,000	314,500	947,400	7	Traffic sections of old road to Co when relocation is completed.
Md.80	15-50	Frederick Co. Line to Md.27 @ Claggettsville	1.46	45	340 8	Widen and Resurface; Rehabilitate shoulders.		1025	1800	98,300	19,700	56,800	174,800	8	The state of the s
Md.82	15-51	Md.191 to Md.240	0.30	27	194 9	Resurface.	3908	5925	10,310	16,500	3,300		19,800	9	
Ext'd. Md.94	10-01	Md.108 @ Etchinson to Md.94 @ Howard Co. Line		-	401 10					232,000	46,500	12,800	291,300	10	
Md. 107	15-53	Md.109 @ Poolesville to Md.28 @ Dowsonville		-	326 11	Widen & Resurface; Rehabilitate Shoulders; and Modify Curves for 3.83 mi. Construct New Road	515	725	1300	504,200	100,800	52,600	657,600	11	Traffic sections of old road to Co. when relocation is completed.
Ma. 107	10-00	IM. 100 @ 1001cB1111c to Mat 20 @ 1001cB1				for 1.0 mi.									when relocation is completed.
Md. 108	15-5	Howard Co. Line to Md.650 @ Ashton	2.43	39	306 12	Widen & Resurface; Rehab. Shoulders; Modify Curves.	3787	1400	2000	215,500	43,100	29,000	287,600	12	
Md.108	15-17	Md.650 @ Ashton to Md.97 @ Olney		-	116 13		2945	2800	5000	274,500	55,000	190,400	519,900	13	
Md. 108	15-56	Md.97 @ Olney to South Limits of Laytonsville	-	 	414 14			1050	1800	468,000	93,600	108,300	669,900	14	
		S.Limits of Laytonsville to Center of Urban Section	0.48						Assume 3000	120,600	24,100	53,400	198,100	15	
Md.108		Center of Urban Sect. @ Laytonsville to			328 16		993	875	1500	288,500	58,000	54,000	400,500	16	
	15-5511	Etchinson-Unity Road Etchinson-Unity Rd. to Md.27 @ Damascus	4.48	31	213 17	Relocate 0.90 mi. South of Damascus. Widen & Resurface; Rehabilitate Shoulders; and Modify			Assume 3000	557,100	111,400	110,000	778,500	17	Transfer sections of old road to Co. when relocation is completed.
WG.100	13-3311	Dictilison only in to hard & state				Curves for 3.58 mi.									
Md.109	15-172	Md.355 @ Hyattstown to Md.95 @ Comus	3.41	53	380 16	Widen & Resurface; Rehab.Shoulders; Modify Curves.				343,400	68,700	57,000	469,100	18	
Md. 109		Md.95 @ Comus to Barnesville	2.32	46	341 19	Widen & Resurface; Rehab.Shoulders; Widen Bridge.				230,790	47,500	61,200	339,400	19	
Md.109		Barnesville to Md.28 @ Beallsville	+			Widen & Resurface; Rehab.Shoulders; Modify Curves.	414	700	1200	478,100	95,600	126,500	700,200	20	
Md.109		Md.28 @ Beallsville to Md.107 @ Poolesville	_	-		Widen & Resurface; Rehab. Shoulders; Modify Curves.		625	1100	198,000	39,600	100,400	338,000	21	
Md.112		Esworthy Rd. to Md.28 @ Darnestown	-	-		Widen & Resurface; Rehabilitate Shoulders.	270	350	600	138,700	27,800	52,200	218,700	22	
	15-60	Esworthy Rd. to River Road			-	Widen & Resurface; Rehabilitate Shoulders.	270	350	600	75,000	15,000	10,000	100,000	23	
Md.118		US 240 @ Germantown to Co. 259 @ Old Germantown		1	405 24	Widen & Resurface; Rehab. Shoulders; Modify Curves;	538	850	1500	224,700	44,900	36,500	306,100	24	
Md.118		Co.259 @ Old Germantown to Md.28 @ Brown's Corner	-	+-+	385 25	Widen & Resurface; Rehabilitate Shoulders;	538	850	1500	421,000	84,200	16,900	522,100	25	
		Md.28 @ Dowsonville North to End SRC MaintFrom	+	1	358 26	Construct New Road to 3.2 mi. Widen & Resurface;		250	400	578,500	115,700	14,400	708,600	26	
	15-73	end SRC Maint. to Md.121 @ Boyds Md.117 @ Boyd's to Old Baltimore Rd. @	-		357 27					193,500	38,700	36,800		27	
	15-74	Wilber (Co.231) Old Baltimore Rd. @ Wilber (Co.231) towards		-				250	400	115,000	23,000	6,000	144,000	28	
	15-75	US 240	-	-	_	Widen & Resurface: Rehab.Shoulders; Modify Curves.		250	400	18,000				29	
Md.121	15-75	South of US 240 to Md.355 @ Clarksburg	0.90	66	586 29	Resurface; Rehabilitate Shoulders.	1		1	10,000	0,000		22,000	120	

Route	Control Section			Wide	No.	DESCRIPTION OF WORK	Т	RAFF	10	£		ED COS		REMARKS
No.	Section No.	LOCATION	Miles	State Rar	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total :	
						RECOMMENDED FOR TRANS	SFER F	ROM	STATE	TO OTHE	R JURISDI	CTIONS		
Md.801	14-6	Md.313 to Md.290 S. of Galena	0.59		1	Normal Maintenance.								1 Quit Claim.
Md.801		Md.290 to Md.313 S. of Galena	0.47		2	Normal Maintenance.								2 Quit Claim.
Md.856		Md.298 in Lynch to Md.298 in Lynch	0.11		3	Normal Maintenance.								3 Transfer to County.
Md.857		Md.566 to Md.566 @ Stillpond	0.40		4	Normal Maintenance.								4 Transfer to County.
					5									5
		Total	65.62		6	Totals				\$385,200	\$78,000		\$463,200	6
												24		
								-						



MONTGOMERY COUNTY

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AS OF 1-1-61

Route	Control	LOCATION	2412	Rank	N X	DESCRIPTION OF WORK		TRAF	FIC	E	STIMAT	TED COS		REMARKS
Route No.	Section No.	LOCATION	Miles	Co. Rank	Rar	DESCRIPTION OF WORK	195	0 195	9 1975	Constr.	Admin. and Engr.	Right of Way	Total	KEMAKKS
							CONSTR	UCTIC	N NEE	DS				
Md.609 Ext.	•	Md.609 @ Md.182 to Md.650 @ Brown's Corner	2.50	29	197	1 Construct New Road.			4000	412,500	82,500	180,000	675,000	1
Md.650	15-6	Md.108 @ Ashton to Md.198 @ Brown's Corner	2.41	47	343	2 Widen & Resurface; Rehabilitate Shoulders.	3265	2300		205,000	41,000	68,200	314,200	2
Md.650	15-7	Md.198 to Bonifant Road	2.61	12	79	3 Reconstruct as Urban Dual Highway.			Assume 8000		183,000	303,000	1,401,000	3
Md.650	15-7	2.61 miles S.of Md.198 to Md.183 @ Colesville	0.97	7	69	4 Reconstruct as Dual Highway.			Assume 12,000	465,000	93,000	164,600	722,600	4
Md.650	15-3	Md.183 @ Colesville to US 29 @ White Oak	2.40	4	52	5 Reconstruct as Dual Highway.	5326	9000	16,000	865,000	173,000	334,700	1,372,700	5
						6								6
		Total	158.54			7 T	otals			\$18,508,600	\$3,702,700	\$6,903,700	\$29,115,000	7
														,
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QUEEN ANNE'S COUNTY

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Route	Control	LOCATION	Miles	Rank	nk No	DESCRIPTION OF WORK	T	RAFF	10	E	STIMAT	ED COS	T	No.	REMARKS
No.	Section No.	LOCATION	Miles	Co. F	Rar	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Ele	KEMPAKKS
						C	ONSTRU	CTION	NEED	S	13.2				
/d.122	15-771	Md.27 @ Damascus to Md.123	0.90	41 3	17	Widen & Resurface; Rehabilitate Shoulders.		1300	2300	85,800	17,200	29,000	132,000	1	
Md.123	15-79	Frederick Co. Line to Co.ll @ Lewisdale	2.08	64 4	51 2	Widen & Resurface; Rehab. Shoulders; Modify Curves.		E	Assume 2000	172,400	34,500	4,300	211,200	2	
Md.123	15-78	Co.11 @ Lewisdale to Md.122 @ Damascus	3.00	48 3	44 3	Widen & Resurface; Rehab.Shoulders; Modify Curves.			Assume 2000	271,300	54,000	52,900	378,200	3	
Md.124	15-81II	Warfield Rd. to Md.115	2.65	52 3	74	Widen & Resurface; Rehabilitate Shoulders.			Assume 3000	213,000	42,500	36,800	292,300	4	
Md.124	15-82	Md.355 in Gaithersburg to N.E.Limits of Wash.Grove	1.96	67 5	94 5	Widen & Resurface; Rehabilitate Shoulders.	1404	2650	4600	158,600	31,700	154,900	345,200	5	
Md.124	15-82	N.E. Limits of Washington Grove to Md.115	1.00	13 1	04	Widen & Resurface; Rehabilitate Shoulders.	1404	2650	4600	65,000	13,000	29,200	107,200	6	
Md.124	15-84	Cloppers Rd. (Co.222) to Md.28 @ Quince Orchard	2.87	32 2	18 7	Widen & Resurface; Rehab. Shoulders; Modify Curves.		950	4600	272,300	54,500	32,800	359,600	7	
Md.182	15-85	Md.108 @ Sondy Spring to Md.97 @ Glenmont	6.72	16 1	13 8	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Widen 3 Bridges.	2358	2525	4400	754,700	150,900	214,300	1,119,900	В	
Md.183	15-86	Md.97 @ Glenmont to Md.650 @ Colesville	3.02			Widen & Resurface: Rehabilitate Shoulders:	522	1700	3000	337,800	67,500	149,900	555,200	9	
Md.187	15-89	US 240 in Bethesda to Md.188	0.31	10	77 10	Resurface.			23,000	12,400	2,500		14,900	10	
Md.187	15-90	Washington Circumferential to Md.355 @ Randolph	2.85	1	45 1	Construct Urban Dual.			25,000	873,000	174,600	521,000	1,568,600	11	
Md.188	15-91	MacArthur Boulevard to Md.190 (River Road)	0.31	9	75 1	Widen & Resurface; Rehabilitate Shoulders.	1325	6400	8000	97,200	19,400	61,300	177,900	12	
Md.188	15-92	Md.190 (River Road) to Md.191 (Bradley Lame)	1.45	5	61 13	Widen & Resurface; Rehab.Shoulders; Modify Curves.	1834	5375	12,000	171,200	34,200	109,300	314,700	13	
Md.188	15-93	Md.191 (Bradley Lane) to Md.187 (Georgetown Road)	0.91	8	70 14	Widen & Resurface for 0.85 mi. Resurface for 0.06 mi.	1660	7450	10,000	89,000	17,800	**	106,800	14	
Md.189	15-94	Md.190 @ Potomac to Md.28 @ Rockville	5.74	20]	21 1	Widen & Resurface; Rehab.Shoulders; Modify Curves.		2350	4000	613,500	122,800	268,500	1,004,800	15	
Md.190	15-98	Fenway Drive to Md.189 Falls Rd.	2.30	17]	15 10	Widen & Resurface; Rehabilitate Shoulders.		2800		106,000	21,200	24,700	151,900	16	
Md.190	15-99	Md.189 @ Potomac to Cak Spring Lock	1.75	21]	22 17	Widen & Resurface; Rehabilitate Shoulders.				135,000	27,000	29,200	191,200	17	
Md.190	15-99	Oak Spring Lock to Turkey Foot Rd.	3.40	63 4	32 1	Widen & Resurface; Rehabilitate Shoulders.		425	700	255,000	51,000	8,200	314,200	18	
Md.191	15-104	Goldsborough Lame to Md.188 (Wilson Lame)	1.27	11	78 1	Construct Urban Dual.			10,000	455,000	91,000	803,000	1,349,000	19	113, 113
Md.198	15-112	Md.650 @ Brown's Corner towards Md.196	0.95	15	11 20	Widen & Resurface; Rehabilitate Shoulders.	1050	2100	4000	115,500	23,100	9,400	148,000	20	
Md.198		0.95 miles East of Md.650 to US 29	2.60	26	.89 2	Widen & Resurface; Rehab.Shoulders; Modify Curves.	933	2025	3500	197,500	39,500	83,100	320,100	21	
Md.198	15-113	US 29 to Prince George Co. Line	1.51	19	19 2	Widen & Resurface; Rehab.Shoulders; Modify Curves.	3779	2400	4200	136,300	27,300	26,600	190,200	22	TO THE REAL PROPERTY.
Md.320	15-130	Piney Bridge Road @ D.C. Line to Md.787 (Flower Ave.)	1.66	2	47 2	Widen and Resurface.	9944	25,025	43,544	361,600	72,300	614,100	1,048,000	23	
Md.320	15-115	Md.787(Flower Ave.) to Md.193 (University Boulevard)				Construct Urban Dual for 0.35 mi. Normal Maintenance for 0.12 mi.		21,875		105,000	21,000	46,200	172,200	24	
Md.320	15-115	Md.193 (University Blvd.) to Prince George Co. Line	0.63			Construct Urban Dual.		10,525		206,700	41,400	235,500	483,600	25	
Md.355		Md.109 to Frederick Co. Line	0,42	40 3	314 2	Widen & Resurface; Rehabilitate Shoulders.	4792	1200	2000	27,300	5,500		32,800	26	
		Middle Brook Rd. to NW Limits of			-	7 Resurface; Rehabilitate Shoulders.		2900	5000	85,000	17,000		102,000	27	FULL
Md.355 Md.355		N.W. Limits of Gaithersburg to Md.124			-	Resurface.		2900	5000	30,400	6,100	144	36,500		
			-	-	-	9 Widen & Resurface; Rehabilitate Shoulders.	9762	9400	16,000	535,600	107,000		642,600		
	15-27	Peony Drive to Md.28 in Rockville			_	O Construct Urban Dual.	2457	2700	4698	705,000	141,000	600,000	1,446,000		
Md.396		D.C. Line to Md.614 (Goldsboro Road) Md.97 @ Norbeck to Md.182 South of Norwood.			_	Widen & Resurface; Rehabilitate Shoulders; 1 Modify Curves; New Bridge.	348	1700	3000	260,500	52,100	33,400	346,000		

MONTGOMERY COUNTY

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AS OF 1-1-61

Route No.	Control Section	LOCATION	Miles	Co. Rank	TK III	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E		ED COST	2	REMARKS
No.	No.	COCATION	Wile?	Co.	Ra	Line	BESCRI HOW OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	X E M / K K G
							RECOMMENDED FOR TRANS	SFER FI	ROM	OTHER	JURISDIC	TIONS TO	STATE		
arfield Road	_	Md.124 to Md.108 So. of Laytonsville	1.15	22	151	1	Widen & Resurface; Rehab.Shoulders; Modify Curves.				129,000	25,800	87,800	242,600 1	
d.190 Ext'd.	-	Turkey Foot Rd. to Seneca	3.1	-	-	2	Normal Maintenance.		725	1300				2	
arfield Road d.190 Ext'd. d.124 Ext'd.	-	Md.124 @ Diamond Corner to Md.355 N.of Gaithersburg	0.80	65 4	176	3	Resurface; Rehabilitate Shoulders.			1000	16,000	3,200		19,200 3	
						4								4	
		Total	5.05			5	Totals				\$145,000	\$29,000	\$87,800	\$261,800 5	
							•								
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QUEEN ANNE'S COUNTY

	Control			ank Nide	No.	DESCRIPTION OF MORE	Т	RAFF	IC	E		ED COS	1 3	REMARKS
Route No.	Control Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	
						RECOMMENDED	FOR	NORN	IAL MA	AINTENAN	NCE			
Md.28	15-47 & 15-48	l mi. ± W. of Inters. W.N. Pike to Begin Primary Sect.	1.02		1									1 Polaration of this road required
	15-62	Md.124 near Emory Grove to Md.28 at Norbeck	5.85		2		785	1725	3000					2 Relocation of this road required with const.of dam in imm.vicinit
	15-98	Prop. Beltway to Fenway Drive	0.90		3			2800						Improvements of this section to be included in Beltway construct
_		US 240 to Goldsborough Road	0.46		4				10,000					4
		Md.27 @ Weelsville to Middlebrook Rd. (Co.228)	1.30		5									5
Md.355		Md.124 in Gaithersburg to Peony Drive	0.34		6									6
					7									7
		. Total	9.87		8									8
<u> </u>														



	Control			ink Vide	0.0		TI	RAFF	C	E	STIMAT	ED COST		No.	REMARKS
Route No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	
						RECOMMENDED FOR TRA	ANSFER F	ROM S	TATE T	O OTHER	JURISDI	CTIONS			
Md.82	15-51	US 240 to Md.410	0.86]	Normal Maintenance.								[] }	Transfer to County.
Md.95	15-52		0.86		1	Normal Maintenance.									Transfer to Co.upon completion of Connecticut Ave. Extended as per SRC Min. 10/5/60.
() 105	15.54	End SRC Maint.@ Martinsburg to Md.109 in Poolesville	3.25		+	Improve within existing R/W.	490	275	500	69,000	13,900		82,900	3	Trans.to Co.after improvements.
Md.107 Md.112	15-54 15-60II	End SRC Maint, to River Road	0.86		4	Normal Maintenance.	270	350	600						Transfer to Co. upon completion of Connecticut Ave. Extended as per SRC Min. 10/5/60.
															Transfer to Gaithersburg
Md.114	15-61	Md.124 at Gaithersburg to End of SPC Maint.	1.01			Improve within existing R/W.	276	450	800	15,100	3,000		18,100	5	after improvements.
	15-66I	Md.121 @ Boyds to B & O R.R. @ Bucklodge	1.44			Improve within existing R/W.		625	1100	23,300	4,700		28,000	+	Trans. to Co. after improvements
	15-66II	B & O R.R. @ Bucklodge to Md.28 @ Lees Corner	3.54			Improve within existing R/W.		300	500	72,000	14,400		86,400	7	Trans. to Co. after improvements
	15-71I	Md.118 @ Germantown to New Spur Md.120	1.10			Normal Maintenance.								8	Transfer to County.
	15-71II	New Spur Md.120 to US 240	0.79			Normal Maintenance.								9	Transfer to County.
		New Rd. Md.118 (0.4 mi. @ US 40) to Md.120	0.63		1	Normal Maintenance.								10	Transfer to County.
		Md.355 @ Clarksburg to End of SRC Maint.	1.79		1	l Improve within existing R/W.		225	400	25,500	5,100		30,600	1 []	Trans. to Co. after improvement
Md.121 Md.122	15-76 15-77	End SRC Maint. @ Brownsville to Md.123	1.71		1	2 Normal Maintenance.	317	525	900					12	Transfer to Co. upon completion Connecticut Ave. Extended as pe SPC Min. 10/5/60.
			0.75		1	3 Improve within existing R/W.				8,000	1,600		9,600	13	Transfer to County and Gaithersburg after improvements
Md.124	15-83I	E. of US 240 to Md.355		-	-		1404	2650	4600	158,600	31,700	154,900	345 200	14	Transfer to town of Gaithersburg after improvements
Md.124	15-82	Md.355 in Gaithersburg to N.E. Limits of Wash.Grove	1.96			4 Widen & Resurface; Rehabilitate Shoulders.	848	1300	2300	130,000	51,700				Transfer to County.
Md.124	15-83II	Md.117 to E. of US 240	0.59	-	-	5 Normal Maintenance.			900	102,400	20,500			1-1	Trans. to Co. after improvement
Md.124	15-80	Md.108 to Warfield Road	7.48			6 Improve within existing R/W.	252	500		7,200	1,400				Trans. to Co. after improvement
Md.184	15-87	Blair Rd. US 29 to D.C. Limits	0.36	-	-	7 Improve within existing R/W.									Trans. to Co. after improvement
Md.184	15-87	Md.184 (Blair Rd.) to End SRC Maint. @ W. end of R.R. Overpass	0.02			8 Improve within existing R/W.			10, 400	400	100			1	Trans. to Co. after improvement
Md.186	15-88	D.C. Line @ Chevy Chase to Md.410	1.55]	9 Improve within existing R/W.	3822	6000	10,400	100,500	20,100				Transfer to Co. after Wisconsin Ave. Improvement.
Md.187	15-89	Md.188 in Bethesda to Washington Circumferential	2.35		-	Normal Maintenance.	16,351	21,350			5.000				Wisconsin Ave. Improvement. Trans. to Co. after improvement
Md.189	15-95	MacArthur Blvd. @ Truxton to Md.190 @ Potomac	1.98		2	I Improve within existing R/W.		575	1000	25,000	5,000			+	
Md.191	15-100, 101 & 102	MacArthur Blvd. to Md.188	7.46		2	Improve within existing R/W.			4000 15,000	57,700	11,500			-	Trans. to Co. after improvement
		Md.240 to Md.193	0.73	3		Improve within existing R/W.	5618	12,400	8000	24,400	4,900				Trans. to Co. after improvement
Md.192		Md.193 @ Kesington to St. Paul Street	0.26	3		Improve within existing R/W.				5,200	1,000			-	Trans. to Co. after improvement
Md.192	15-105	St. Paul Street to Md.97 Georgia Ave.	2.20			Widen & Resurface; Rehabilitate Shoulders.	2104	4425	7699	110,000	22,000	32,000	164,000	25	Trans. to Co. after improvement
Md.192	10-100	Md.97 Georgia Ave.to End SRC Maint.@ Sligo Crk. Pkwy.	. 0.64	4		26 Widen & Resurface; Rehabilitate Shoulders.	3098	5000	8700	28,800	5,800	9,300	43,900	26	Trans. to Co. after improvemen
			0.4	1		27 Widen & Resurface; Rehabilitate Shoulders.	2520	4100	7134	18,500	3,700	6,000	28,200	27	Transfer to Co. after improvem
Md.192			1.1	-		28 Normal Maintenance.	14.119	20,050	43,848					28	

MONTGOMERY COUNTY

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	Control			Rank B Wide	, Q		T	RAFF	1 C	ES	TIMAT	ED COS.	1	9	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line No.	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	KEMAKKS
						RECOMMENDED FOR TRA	NSFER F	ROM	STATE 1	O OTHER	JURISDI	CTIONS			
Md.195	15-111	North Limits of Takoma Park to Md.193	0.55		1	Normal Maintenance.		2675	6395					1	Transfer to County.
Md.196		US 29 to Road End East of Md.650	1.33		2	Normal Maintenance.		7325	13,000					2	Transfer to County.
		US 29 to Md.198 @ Brownsville	4.11		3	Normal Maintenance.								3	Transfer to County.
Md.196 Md.339	15-2311	US 29 in Silver Spring to Md. 320 Piney Branch Rd.	0.93		4	Normal Maintenance.	6183	9400	16,356					4	Transfer to County.
Md.355	15-41	Md.109 to Md.27 @ Henderson Corner	7.00		5	Improve within existing R/W.	4792	1200	2000	96,600	19,300		115,900	5	Trans. to Co. after improvement
	15-118	Md.192@Forest Glen to Md.320 Piney Branch Road	3.27		6	Improve within existing R/W.	5629	10,450	18,183	166,800	33,400		200,200	6	Trans. to Co. after improvement
Md.391 Md.396	15-120	MacArthur Blvd. to Md.614	0.38		7	Normal Maintenance.								- 11	Transfer to County.
Md.399	15-121	Md.108 near Damascus Toward Howard Co. Line	1.54		8										Transfer to County as per SRC Min. 10/5/60
		Md.124 to End SRC Maint. East of Md.108	2.75		9	Improve within existing R/W.	229	375	600	16,700	3,300		20,000	9	Trans. to Co. after improvemen
Md.420	15-127	Md.193 to US 29 near Sligo Branch	0.90		10	Normal Maintenance.								10	Transfer to County.
Md.516	15-138	Md.355 to Md.193 in Kensinton	1.81		11		2415	3900	6786	127,000	25,400		152,400	11	Trans. to Co. after improvemen
Md.547	15-139		0.42			Improve within existing R/W.				16,800	3,300		20,100	12	Transfer to Gaithersburg after improvements.
Md.557	15-140	Md.355 in Gaithersburg to Md.114 Goshen Rd.	1.79		13										Transfer to County as per SRC Min. 10/5/60.
Md.582		Brookeville Rd. (Co.63) to Greggs Rd. (Co.58) Sligo Creek Pkwy. thru Argyle Park to	0.86		-	Normal Maintenance.									Transfer to County.
Md.593	15-143	End SRC Maint. Balto. Ave. @ D.C. Line to End SRC Maint. @ Albany Ave.	0.88		-	Normal Maintenance.									Transfer to Takoma Park.
Md.605	15-148		0.71		-	Rehabilitate Shoulders.				2,500	500		3,000	16	Trans. to Co. after improvemen
Md.614	15-150	Md.396 Mass. Ave. to Md.190 River Road	3.39		15	Improve within existing R/W.	1036	1025	1800	22,600	4,500				Trans. to Co. after improvemen
Md.650	15-63	Md.108 @ Ashton to End SAC Maint. @ Brighton	0.04		15	Normal Maintenance.									Transfer to County.
Md.660	15-153	Md.355 to Md.28 in Rockville	0.18		-	Normal Maintenance.									Transfer to County.
Md.666	15-156	Md.193 to No. Corp. Limits of Kensington			-										Trans. to Co. after improvemen
Md.684	15-158	D.C. Line to Md.186 @ Chevy Chase	0.18		-	Improve within existing R/W.	2053	2150	3741	5,400	1,100				Trans. to Co. after improvement
Md.766	15-161	Prince George Co. Line to Md.650 @ Oak View	0.66		-	Improve within existing R/W.								-	
Md.787	15-109	Md.516 Franklin Ave. to Md.195 in Takoma Park	0.89	+	-	Improve within existing R/W.		13,125	22,838	65,800	18,100				Transfer to County and Takoma Park after improvements. Transfer to County.
Md.808	15-171		1.06	+	-	Normal Maintenance.									-
Md.862	15-162	Md.121 @ Md.355 to Road End, West of Md.355	0.39	+	-	Normal Maintenance.								-	Transfer to County.
Md.895	15-9	Md.650 @ White Oak to US 24	0.78		-	Normal Maintenance.								1-	Transfer to County.
Md.897	15-179	Section of Road No. side of US29 From Md.650 to End	-		2	Normal Maintenance.								26	Transfer to County.
					2									27	
		Total	84.75	5	2	Totals				\$1,391,600	\$283,300	\$202,200	\$1,877,100	28	

ST. MARY'S COUNTY QUEEN ANNE'S COUNTY

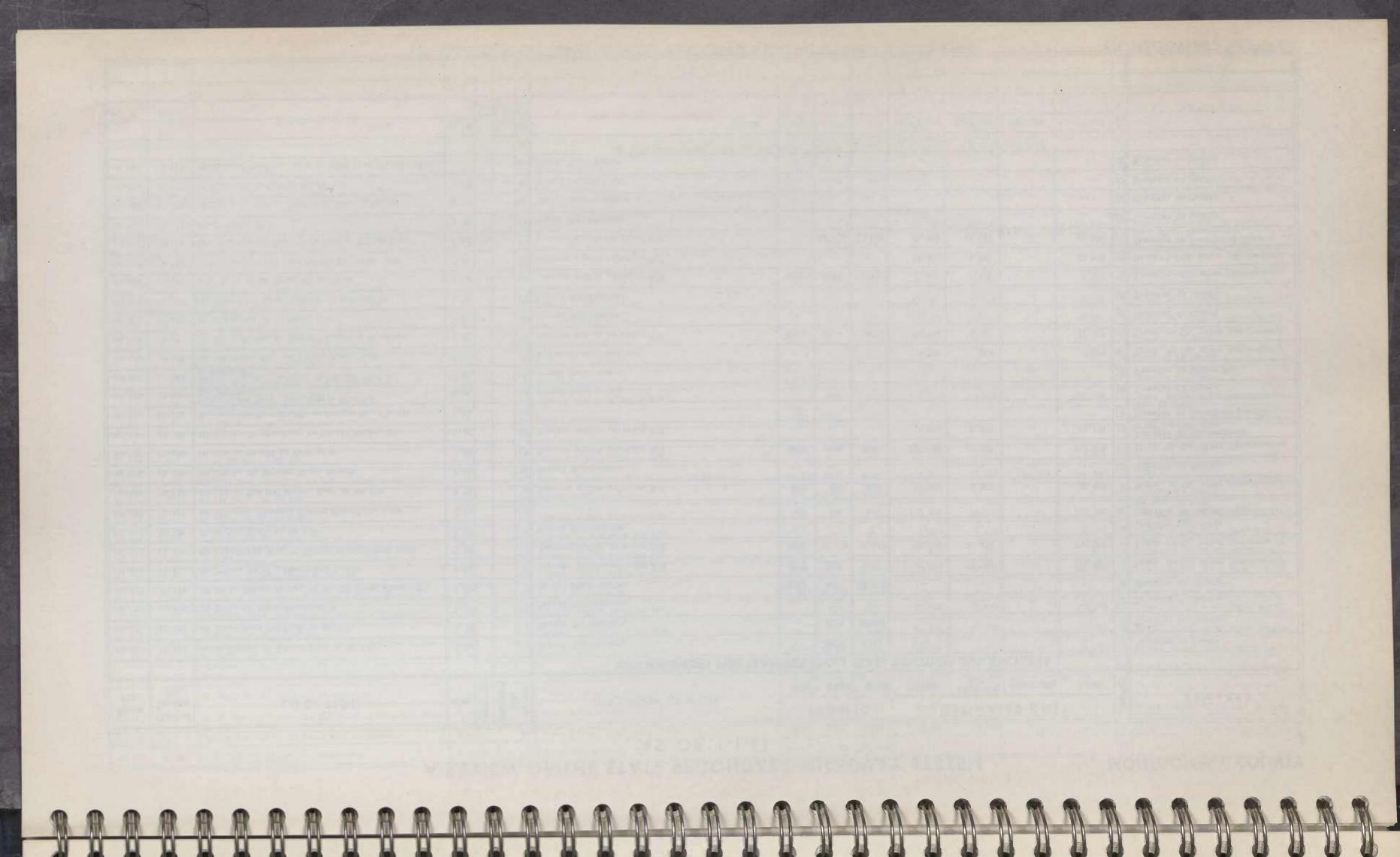
SOMERSET COUNTY

TALBOT COUNTY

WASHINGTON COUNTY

WICOMICO COUNTY

PRINCE GEORGE'S COUNTY WORCESTER COUNTY



PRINCE GEORGE'S COUNTY

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

	Control			a k	Vide	.0		T	RAFF	IC	E	STIMATE	D COST	ſ	REMARKS
Route No.	Section No.	LOCATION	Miles	Co. Rank	State V Ran	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	
							COI	NSTRU	CTION	NEED:	S				
US 50	16-271	Md.202 to Md.564	4.05	11	65	1	Reconstruct as Modified Urban Dual Highway.			*13000	1,420,000	284,400	540,000	2,244,400	
Md. 197	16-26 16-43	Md.602 to Md.564	8.30	20	98	2	Relocation 0.2 mi. Widen & Resurface; Rehabilitate shoulders. Modify Curves 8.1 mi.	1647	3475 1575	5000 3000	787,000	157,400	101,400	1,045,800	Maintain Ex. R/W thru Bowie.
		Md.564 to Md.450	-	21	99		Widen & Resurface; Rehab. Shoulders; Modify Curves.	1605	2825	5000	337,000	67,400	10,200	414,600	3
Md.197	16-44	Md.450 to US 301	-	29			Reconstruction.		572	1000	415,000	83,000	21,000	519,000	0.5 mile Normal Maintenance.
Md.198	16-45	Montgomery Co. Line to Haines Road in Laurel	3.23	17	87	5	Widen & resurface 2.9 mi. Rehabilitate Shoulders. Resurface 0.33 mi.	4316	4100	7000	255,300	51,100	54,700	361,100	
Md. 206 (38 St.)	16-55	US 1 (Rhode Is.Ave.) East 0.11 mi.	0.11	. 32	166		Widen and Resurface.		9016	10000	14,000	2,800		16,800	
(38 St.) Md.208 (38 St.)		US 1 (Rhode Is.Ave.) to Md.208 (Hamilton Street)	-	2 40		7	Resurface 0.4 mi. Widen 0.62 mi. Reconstruct bridge.			*6000	104,000	20,800	9,900	134,700	7
(38 St.) Md. 208	16-57	Md.208 (38 St.) to Md.500 (Queens Chapel Rd.)	0.45	+		1 1	Resurface 0.1 mi. Widen 0.35 mi.	9972	15750	27405	82,500	16,500	33,400	132,400	В
Md. 211	16-58	Md. 212 to D.C. Line	1.13	1-1		+	Reconstruction.			*4000	510,000	102,000	75,000	687,000	9
			2.11			10	Reconstruction.			*6000 *13000	1,302,000	260,000	333,000	1,895,000	Transfer sections of old road to County.
Md.212	16-601	D.C. Line @ Chillum to Md.193	0.80			1-1	Relocation; Construct New Bridge.			*16000	444,000	88,800	188,000	720,800	Transfer continue of old road
Md. 212	16-60I	Md.193 to N.W. Bronch	0.83				Reconstruction.			*10000	414,000	82,800	126,500	623,300	
Md.212	16-601	N.W. Branch to Adelphia Rd.					Reconstruction.			*6000	500,000	100,000	115,500	715.500	Use dual for continuity of section over short distance.
Md.212		Adelphia Rd. to Prop. Beltway	0.83	-		+	Widen & Resurface; Rehab.Shoulders; Modify Curves.		3700	6438	82,200	16,400	43,500	142,100	
Md.212		Prop. BaltoWash Expw. to Emack Rd.	0.99	-		+	Widen & Resurface; Rehab.Shoulders; Modify Curves.	so so	3700	6438	119,300	23,900	71,900	215,100	
Md.212		Emack Rd. to US 1	1.0	-		+ 1	Relocation.			*18000	700,000	140,000	675,000	1,515,000	
Md.214	16-62	D.C. Line (E.Capitol St.Ext.) to Addison Road				-				*26000	1,439,000	287,800	148,400		
Md.214	16-63	Addison Rd. to Md. 202	4.9		-	-	Relocation and Reconstruction. Relocation and Reconstruction.	3088	2925	21500 10250	2,330,000	466,000	52,100	2,848,100	
Md.214	16-64	Md.202 to 1.42 mi. west of US 301		-	+				3125	5000	52,500	10,500		63,000	
Md.214		0.49 mi. East of US 301 to Anne Arundel Co. Line			-	-	Resurface; Rehabilitate Shoulders;	3140	2000	3480	143,500	28,700	7,200		
Md.223		Md.4 to Dower House Rd.	-	-	-	+-	Widen & Resurface; Rehab. Shoulders; Modify Curves.		-		434,800		54,000		
Md.223	16-1171	Dower House Rd. to Md.381	-	-	+	+	Widen & Resurface; Rehab. Shoulders; Modify Curves.		2000	3480					
Md.223	16-69	Md.381 twds. Piscataway		1	1	- 1	Widen & Resurface; Rehab. Shoulders; Modify Curves. Widen & Resurface: Rehabilitate Shoulders:	869	1800	3132			100,900		
Md. 223	16-69	4.91 mi. south of Md.381 @ Clinton to Md.210 (Indianhead Rd.) Montgomery Co. Line to Md.650					Widen & Resurface; Rehabilitate Shoulders; Modify Curves. Relocate 1.5 mi.	457	525	900	337,500		22,500		
Md.320	16-75	(New Hampshire Ave.)	_				Rechannelize intersection.	2371	10846	-	50,000		2,400		
Md.373	16-72	Md.210 to Livingston Rd. in Bealle	0.8	36 38	26	55 25	Widen & Resurface; Rehab. Shoulders; Modify Curves. Reconstruct 2.95 mi.; Widen & resurface 1.60 mi.;		1100	1900	74,000				Transfer sections of old road
Md.373	16-1191	Livingston Rd. to Dansfield Rd.	4.5	55 37			Rehabilitate Shoulders.		600		569,000				26 to County.
Md.373	16-11911	Dansfield Rd. to Md.381 @ T.B.	2.8	35 34	1 18	30 27	Reconstruct 1.2 ml.; Widen & resurrace 1.55 ml.; Rehabilitate Shoulders.		600		279,000				
Md.381	16-7811	Eagle Harbor Rd. to Horsehead Rd.	5.9	97 41	1 4	17 28	Widen & Resurface; Rehab. Shoulders; Modify Curves.	614	500	900	553,500	110,700	76,200		
Md.381	16-77	Horsehead Rd. to Md.5 @ T.B.	7.3	32 25	5 1	17 29	Widen & Resurface; Rehab. Shoulders; Modify Curves.	1178	1875	4000	530,800	106,200	121,100		
Md.382	16-79	US 301 to Rock Creek Bridge	9.6	60 23	3 10	30	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Relocation at Croom	1123	2000	4000	1,115,000	223,000			
Md.382		Rock Creek Bridge to Charles Co. Line	6.3	37 3	5 2	11 31	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Reconstruct 0.5 mi.		400	700	505,000	101,000	19,900	625,900	31

ST. MARY'S COUNTY SOMERSET COUNTY TALBOT COUNTY WASHINGTON COUNTY WICOMICO COUNTY WORCESTER COUNTY

QUEEN ANNE'S COUNTY

AS OF 1-1-61

Route	Control	LOCATION	Miles	Rank	Wide N	No.	DESCRIPTION OF WORK	TR	RAFF	IC	Ε	STIMAT	ED COS		REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank	State	Line		950	1959	1975	Constr.	Admin. and Engr.	Right of Way		
							CONST	TRU	CTION	NEE	OS				
Md.410 Ext'd.	16-81	Md.500 to John Hamson Hgwy.	4.50	10	60	4	Reconstruct 0.51 mi. as Urban Dual; Construct new dual from US 1 to John Hanson Hgwy. with grade separations at B & O R.R. & B/W Expwy.			34,000	3,500,000	700,000	1,240,000	5,440,000	1
Md.450	16-23	Md.3 to Md.197	2.78	39	304	2	Reconstruction as Urban Dual. 324	248	2800	5000	1,250,000	250,000	130,000	1,630,000	2
Md.450	16-24	Md.197 to Md.704	3.98	33	167	3	Reconstruction as Urban Dual. 424	248	1025	1800	1,790,000	358,000	186,000	2,334,000	3
Md.450	16-25	Md.704 to Md.564	2.61	16	76	4	Reconstruction as Urban Dual. 484	342	7650	13,311	1,310,000	262,000	176,000	1,748,000	4
Md.458	16-137	Md.5 to 0.7 Mile S. Md.4 (Bus.)	1.93	9	58	5	Reconstruction-Extend 0.23 mi. to Md.5	-	10,275	20,000	1,256,000	251,200	471,600	1,978,800	5
Md.501	16-94	Md.212 to Md.500	1.67	5	54	6	Reconstruction	-]	8000 13,000	762,000	152,000	419,000	1,333,000	6
Md.564	16-98	US 50 to Md.197	5.61	36	217	7	Culter for O. Li mil., McBullace O. Lo mil.	706	2750	4785	227,800	55,600	25,000	308,400	7
Md.602	16-99	US 1 to Anne Arundel Co. Line	0.86	14	72	8	Resurface existing road. Construct 2nd lane and 2 bridges.	973	9654	16,807	492,500	98,500	34,000	625,000	8
Md.637	16-101	D.C. Line to Md.5	0.58	13	71		Reconstruction- Provide Grade Separation at Suitland Parkway. 243	133	6050	8787 10,527	400,000	80,000	40,700	520,700	9
	16-106	John Hanson Hawy, to Md.450 near Buena Vista	1.70	22	101			521		12,311	850,000	170,000	86,000	1,106,000 1	0
						11								1	1
		Total	120.15			12	Totals				\$28,166,700	\$5,643,100	\$6,084,300	\$39,894,100 1	2
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Route	Control	LOCATION		Wide	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COS	Т	No.	REMARKS
No.	Section No.	LOCATION	Miles	State	Cine	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	KEMARKS
						RECOMMENDED	FOR	NORN	AL M	AINTENAN	NCE				
Md.198	16-45	7th Street, Gorman & Talbott Avenues from US 1 to Montgomery Ave.	1.30		1		4316	4100	7000					1 To	o be transferred to State upon ompletion of improvements.
Md.201	16-141	Begin SRC Maint. South of Crescent Rd. to End SRC Maint. @ N. Limits of Greenbelt 0.11 mi. east of US 1 (Rhode Is. Ave.) to Alt. US 1 at Bladensburg	0.77		2				3000					Re	equired for future onstruction.
Md.206	16-55	0.11 mi. east of US 1 (Rhode Is. Ave.) to Alt. US 1 at Bladensburg	0.30		3			9016	10,000					3	
Md.212	16-59	US 1 at Beltsville east 0.45 mi. to end SPC Maintenance	0.45		4									4	
Md.214	16-64 16-65	1.42 mi. west of US 301 to 0.49 mi. east of US 301	1.91		5		3140	3125	5000					5	
Md.216	16-66	Main Street to Howard County Line	0.09±		6							-		6	
Md.381	Part of 16-78	Chas. County Line to Eagle Harbor Road	1.75		7		614	500	900				÷	7	
Md.458	Part of 16-137	Md.4 South for 0.7 mi.	0.70		8			10,275	17,879					8	
					9									9	
		Total	7.27		10									10	
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Pouto	Control			Rank	*	DESCRIPTION OF WORK	Т	RAFF	IC	E		ED COS		No.	REMARKS
Route No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Rai	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	
						RECOMMENDED FOR TRAN	SFER F	ROM	STATE	TO OTHE	R JURISDI	CTIONS			
d.769	16-48	US 50 (Defense Highway) to Road End	1.25			Minor Resurfacing.	7911			8,700	1,700		10,400	1	Transfer to County.
d.970	16-136	Maryland Äve. Easterly and Brown Sta. Rd. to Md.4 - 300' Sect. off Walker Äve.				Normal Maintenance.			9000					2	Transfer to County.
d.971		Old Section of Md.714 @ Andrews AFB	0.19			Normal Maintenance.								3	Transfer to County.
d.972	16-90	Three Sections of old Md.458 @ District Heights	0.70			Normal Maintenance.								4	Transfer to County.
														5	
		Total	56.95			Totals				\$1,310,400	\$261,900	\$360,200	\$1,932,500	6	
												1			
	-														



Route	Control Section	LOCATION	Miles	Rank	Rank Line No.	DESCRIPTION OF WORK	Т	RAFF	С	E	STIMAT	ED COS	T	.9	DEMARKS
No.	No.		Miles	Co.	Line Ra	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	REMARKS
						CO	ONSTRU	CTION	NEED	S					
ld.8	17-23	Old Matapeake Ferry Rd. to End SRC Maint. at Md.759-C.	2.08	19 4	44	Resurface; Rehabilitate Shoulders.	2392	750	1300	56,200	11,200	22,000	69,400	1	
H.18A	17-19	End SAC Maint. at Love Point to Love Point Rd. & Price Rd. in Stevensville.	3.79	12 3	87	Widen & Resurface; Rehabilitate Shoulders.	1348	600	1000	203,100	40,600	29,900	273,600	2	
ld.19	17-20	US 213 @ Churchhill to Md.405	1.00	2 1	90 :	Resurface; Modify curve.		1300	2300	62,000	12,400	1,800	76,200	3	
d.290	17-24	Thru Crumpton	0.50	22 4	65	Widen and Resurface; Rehabilitate Shoulders.	945	825	1500	35,000	7,000		42,000	4	
d.302	17-25	Md.313 in Barclay W. Towards Stevens Corner	1.86	25 5	13	Widen and Resurface; Rehabilitate Shoulders.	1020	500	900	93,000	18,600		111,600	5	
Md.302	17-26	Md.313 in Barclay to Caroline County Line	4.30	10 3	67	Widen and Resurface; Rehabilitate Shoulders.	179	600	1000	253,500	50,700	18,000	322, 200	6	
d.304	17-29	South East Limits of Centreville to US 301	1.72	27 5	60	Resurface; Rehabilitate Shoulders.	278	450	800	48,200	9,600	11,800	69,600	7	
d.304	17 - 29	US 301 to Ruthsburg Md.481	4.34	26 5	33	Resurface, Rehabilitate Shoulders.		325	600	86,800	17,400		104,200	8	
d.305	17-30	US 213 to East Limits of Centreville	0.41	15 4	11 9	Widen and Resurface; Rehabilitate Shoulders.	398	500	900	32,800	6,600	19,300	58,700	9	
d.305	17-30	East Limits of Centreville to US 301	2.56	9 3	65 10	Widen and Resurface; Rehabilitate Shoulders.	398	500	900	205,000	41,000	14,700		10	
d.309	17 - 27	US 213 towards Starr (End SPC Maint.)	1.56			Widen & Resurface; Modify Curves; Rehab. Shoulders.	216	400	700	93,000	18,600	8,000	119,600	11	Add Continued to the Co
1.309	17-28	Beg. SRC Maint. at Starr to 2.36 mi. southeasterly of Starr.				Resurface; Rehabilitate Shoulders.				94,400	18,900		113,300	12	
1.309	17-28	2.36 mi. southeasterly of Starr to Md.481	0.74	18 4	27 1:	Widen and Resurface; Rehabilitate Shoulders.				37,000	7,400	4,000	48,400	13	
1.309	17-28	Md.481 to Md.404	1.78	13 3	88 14	Resurface; Rehabilitate Shoulders.	438	607	1000	89,000	17,800	22,000	128,800	14	
1.313	17-10	2.31 mi. South of Kent Co.Line to Chester River Bdg.	2.22	21 4	58 1	Resurface; Rehabilitate Shoulders.	481	575	1000	66,600	13,300	32,600		15	
1.405	17-32	Md.19 to 1.5 mi. South of Roe	7.25	17 4	25 16	Widen & Resurface; Modify Curve; Rehab. Shoulders.		675	1200	497,000	99,400	32,000	628,400		
1.405	17-32	1.5 mi. S. of Roe to Caroline Co. Line	2.34	24 4	74 17	Resurface; Rehabilitate Shoulders.	163	175	300	58,500	11,700	16,000	86,200		
1.456A	17-33	Md.18-C in Queenstown to US 50	1.22	16 4	24 18	Resurface: Rehabilitate Shoulders.	284	1000	1800	41,100	8,200	3,000		18	
d.544	17-35	US 213 to McGinnes	4.75	1	17 19	Reconstruct; Replace Bridge.		800	1300	530,000			636,000		
d.544	17-35	McGinnes to Md.290	2.29	3 2	41 20	Reconstruct; Replace Culvert.	620	800		251,000	50,200	33,400	334,600		
1.544	17-36	Md.290 to Md.313	2.51	6 2	83 21	Widen & Resurface; Modify Curves; Rehab. Shoulders.		.500	900	220,000	44,000	12,500	276,500		
1.662	17-38	US 50 to Md.404 at Wye Mills		-		Resurface & Rehabilitate Shoulders.		300	500	16,400	3,300		19,700		
itts Ne 1.Conn.	ck	Batts Neck Rd. to Md.8	0.07	5 2	64 23	Construct New Road.				7,000	1,400	1,000	9,400		
					24					.,000	-, 100	2,000	0,400		
		Total	52,47		25					\$3,076,600	:\$615,300	\$282 000	\$3,973,900	25	
											77.000	2202,000	20,070,000		

	Control			Wide	Wo.	DECORPTION OF MORE	T	RAFF	IC	E		ED COS	 .0 .0 .0	REMARKS
ute o.	Control Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK			1975			Right of Way	Tine	KEMAKK
						RECOMMEND	ED FOR	NORN	AL M	AINTENAI	NCE			
8	17-47	Begin. SRC Maint. at Romancoke to Old Matapeake Ferry Rd.	5.77		1		92	500	900				1	
		Crumpton to Md.544	0.60		2		635	725					2	
		Md.544 to Md.300	3.74		3		635	725					 3	
		Md.404 to Talbot Co. Line	0.67		4								4	
	17-10	Chester River Bridge to Kent Co. Line	0.09		5		481	575	1000				5	
404	17-31	Md.662 to Talbot Co. Line	0.17		6								6	
.552	1737	US 50 at Chester to End SRC Maint. at Dominion	2.23		7		956	625	1000				7	
					4								8	
		Total	13.27		9								9	
									4		-			

Route No.	Control Section	LOCATION	Miles	Rank	Wide	DESCRIPTION OF WORK		RAFF				ED COS	Z	REMARKS
No.	No.	EGGATION	Imics	Co.	State Ra	Fig	1950		1975		8.		Total 🖺	
						RECOMMENDED FOR TR	ANSFER F	ROM (OTHER	JURISDIC	TIONS TO	STATE		
Md.18A Ext.		Md.759-B to Md.18A in Stevensville	0.10	23	467	1 Reconstruction.				10,000	2,000	13,300	25,300 1	
Md.302		US 301 to End SRC Maint. Md.302 W. of Barclay	1.70	11	378	2 Reconstruction.				179,000	35,800	12,000	226,800 2	
Md.304 Ext.		Ruthsburg to Md.405 W. of Bridgetown	3.90	7	319	3 Widen and Resurface; Rehabilitate Shoulders				346,000	69,000	32,000	447,000 3	
Ext. Md.304 Ext. Md.309 Ext.		Md.309 near Poplar School House Rd. to Starr	2.12	20	448	4 Resurface.				63,600	13,000	14,000	90,600 4	
						5							5	
		Total	7.82	2		6 Totals				\$598,600	\$119,800	\$71,300	\$789,700 - 6	
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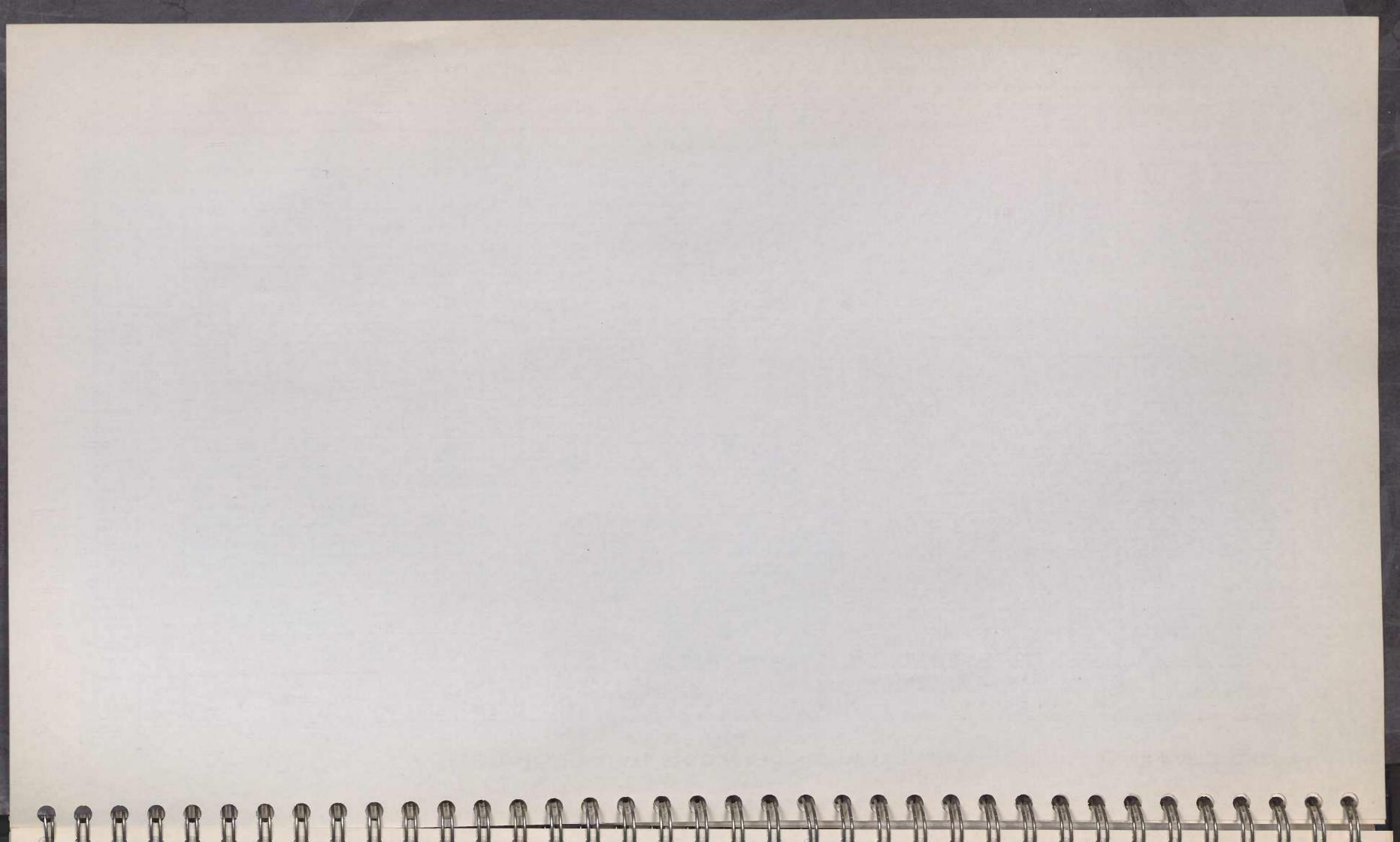
Route	Control Section	LOCATION	Miles	Co. Rank State Wide	¥	DESCRIPTION C	DE WORK	T	RAFF	IC	E	STIMAT	ED COS	T	REMARKS
No.	No.	EGGATION	Wile?	Co.	Ra	DESCRIPTION C		1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	REMARKS
						RECOMM	ENDED FOR TRANSF	FER F	ROM S	STATE	TO OTHE	R JURISDI	ICTIONS		
Md.18A	17-19	Love Point Rd. & Price Rd. in Stevensville to Chester	1.11			Normal Maintenance.									Transfer to County.
Wd.18B	17-18	US 50 W End Chester to US 50 W. side Kent Narrows	2.58			Normal Maintenance.			475	800					2 Transfer to County.
Md.18C	17-18	US 50 E. side Kent Narrows Md.456B S. of Queenstown	5.67			Normal Maintenance.		1426	1000	1800		'			3 Transfer to County.
/d.18C	17-16	Md.456B to S. Limits of Queenstown	0.42			Normal Maintenance.									4 Transfer to County.
M.18C	17-16	S.Limits of Queenstown to N.Limits of Queenstown	0.37			Resurface.					6,700	1,300		8,000	Transfer to Queenstown.
M.18C	17-16	N.Limits of Queenstown to US 213 in Centreville	6.09			Normal Maintenance.		1401	975						Transfer to County.
M.19	17-20	Md.405 to Md.313 @ Ingleside	6.89			Minor Resurfacing.		607	975	1700	33,000	6,600		39,600	7 Transfer to County.
Md. 19	17-21	Two spurs at Ingleside	0.73			Minor Resurfacing.					3,800	700		4,500	Tromsfer to County.
Md. 275	17-39	US 213 S. of Chestertown River Bridge to end SRC Maint.	0.27			Normal Maintenance.									Transfer to County.
Md.304	17-44	Beg. SRC Maint, to West Limits of Centreville	2.64		1	Rehabilitate Shoulders.		136	225	400	3,800	1,900	3,800	15,000 1	Transfer to County.
H.305	17-30	US 301 to Encl. SHC Maint. at Hope	2.20		1	Normal Maintenance.		211	275	500				1	
d.305	17-30	Md.19 at Ingleside to End SRC Maint. at Charles Wall Rd.	0.86		1	Normal Maintenance.								1:	2 Transfer to County.
d.309	17-18	Md.404 to Talbot Co. Line	0.67		1	Normal Maintenance.								1:	Transfer to Co. & Queen Anne upon completion of Reloc.Md.309
d.404	17-31	US 50 to Md.662	1.30		1	Normal Maintenance.								1	Transfer to County.
d.456B	17-33	Md.456-A to Md.18-C	0.71		1	Normal Maintenance.								1:	Transfer to County.
H.481	17-34	Md.309 to 304 in Ruthsburg	5.14		1	Improve within existing R/W.		187	300	500	102,800	20,600		123,400 10	Transfer to County.
ld.544A	17-36	Md.313 to Barricade	0.50		1	Normal Maintenance.								1	Transfer to County.
d.759B	17-45	Md.18A at Stevensville to Barricade North of US 50	0.38		1	Normal Maintenance.								10	Transfer to County.
H.759C	17-45	Md.8 to Rd. End S. of US 50	0.11		1	Normal Maintenance.								19	Transfer to County.
M.802	17-22	Md.8 to Md.8 at Normans	1.03		2	Normal Maintenance.								20	Transfer to County after completion of Batts Neck Connect.
H.836A	17-46	Old Section US 213 N. of Centreville	0.18		2	Normal Maintenance.									Transfer to County.
d.836B	17-8	US 213 to Rd. End N. of Church Hill	0.25		2	Normal Maintenance.								2:	Transfer to County.
					2									23	
		Total	39.81		2		Totals				\$155,600	\$31,100	\$3,800	\$190,500 24	

Route	Control Section	LOCATION	Miles	Co. Rank State Wide	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COS	T	No.	DEMARKS
No.	No.		Miles	Co. State	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	REMARKS
						CC	NSTRU	ICTION	NEE	OS	-				
Md.5	18-7	Villα Rd. to Md.235 @ Ridge	3.65	6 183	3]	Widen & Resurface; Modify Curves; Rehab. Shoulders.	981	1000	1800	420,000	84,000	158,000	662,000	1	
Md.5	18-12	Md.235 @ Ridge to Scotland Beach Road (Co.278).	3.94	1 27	2	Widen & Resurface; Modify Curves; Rehab. Shoulders.	318	475	800	305,500	61,100	64,200	430,800	2	
Md.5	18-13	Scotland Beach Rd. (Co.278) to Point Lookout.	2.52	2 28	3	Widen & Resurface; Modify Curves; Rehab. Shoulders.	318	475	800	184,000	36,800	18,700	239,500	3	
Md.6	18-14	Md.5 @ New Market to Delabrooke Road	7.17	9 339	4	Widen & Resurface; Modify Curves; Rehab. Shoulders.	307	400	700	524,500	105,000	68,000	697,500	4	
Md.6	18-14	Delabrooke Road to Md.235 @ Turner	1.31	15 433	5	Widen & Resurface; Modify Curves; Rehab. Shoulders.	325	400	700	92,000	18,400	18,000	128,400	5	
Ad. 234	18-15	Charles Co. Line to Md.238 @ Chaptico	5.07	3 32	6	Resurface.		725	1300	152,000	30,400		182,400	6	
Н. 234	18-21	Md.238 @ Chaptico to Md.242 @ Clements	4.40	4 33	7	Resurface.	412	550	1300	132,000	26,400		158,400	7	
/d.234	18-22	Md.242 @ Clements to Md.5	3.53	18 574	6	Resurface.	1589	1325	2300	105,800	21,200		127,000	8	
M. 236	18-19	Md.5 @ New Market to Ryceville Road (Co.7)	3.67	8 338	9	Widen & Resurface; Modify Curves; Rehab. Shoulders.	527	650	1100	267,500	53,500	157,700	478,700	9	
Md. 236	18-20	Ryceville Rd. (Co.7) to Md.234 @ Budd's Creek	2.60	11 371		Widen & Resurface; Modify Curves; Rehab. Shoulders.	139	175	300	195,500	39,000	14,000		10	
Md. 238	18-23	Md.234 @ Chaptico to Md.242				Widen & Resurface; Modify Curves; Rehab. Shoulders.	585	600	1000	575,300	103,000	146,500	764,800	11	
M. 238	18-16	Md.234 @ Chaptico to Md.5 @ Helen		ندانا الا		Widen & Resurface; Modify Curves; Rehab. Shoulders.	825	350	600	274,400	54,900	60,000		10	
d.238	18-16	Md.5 @ Helen to Md.238 (old Rd. @ Helen)				Widen & Resurface; Rehabilitate Shoulders.				6,100	1,200		7,300	12	
ld. 242	18-28	Md.470 to Md.238				Widen & Resurface; Modify Curves; Rehab. Shoulders.	689	700	1200	453,600	90,700	139,600	683,900	14	
ld. 243	18-29	Md.5 to End SPC Maint. below Compton				Widen & Resurface; Modify Curves; Rehab. Shoulders.	406	1150	2000	333,100	66,500	95,600		16	
pur d.246	18-11	Spur @ Great Mills (Md.246) to Md.5	- 1	- 1	+	Resurface.	400		2000	3,800	800	93,600	4,600	15	
4d.249	18-36	0.66 miles from Md.489 to End SRC Maint. @ St. George Island	1.75	5 179	17	Widen & Resurface; Modify Curves; Rehab. Shoulders.		1450	3000	125, 200	25,000	10,000	160,200	17	
/d.498	18-46	Md.249 @ Piney Point to End SRC Maint.	المستنفي الم			Widen & Resurface; Modify Curves; Rehab. Shoulders.	295	350	1000	64,000	12,800	133,000	209,800	10	
					19		200	000	1000	04,000	12,000	133,000	203,600	10	
		Total	61.92		20					\$4,154,300	#920 700	¢1 000 000 ¢	20.000.000	19	
						Totals				\$4,154,300	\$830,700	\$1,083,300	56,068,300	20	
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Route	Control	LOCATION	A4:1	Rank Wide	No.	DESCRIPTION OF WORK	TRAF	FIC			ED COST		REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line	195	0 19	59 19	75 Constr.	Admin. and Engr.	Right of Way	Total	KEMAKKS
						RECOMMENDED FOR	R NOI	RMAL	MAINTENA	NCE			
Md.5	18-7	St. Mary's City to Villa Rd.	2.8±		1	981	1000	180	0]	
Md.5	18-13	Across causeway	0.45		2	318	47	5 80	0			2	
Md.235	18-17	Md.246 @ Lexington Park to Md.712 @ Hermanville	2.08		3	3043	5673	5 10,0	00			3	
Md.235	18-55	Md.712 @ Hermanville towards Dameron	6.59		4		212	400	0			4	
Md.235	18-55	0.7 miles North of Dameron to Md.5 @ Ridge	3.30		5	483	1050	180	0			5	
Md.242	18-26	Md.5 @ Morganza to Md.237 @ Clements	4.04		6	350	550	100	0			6	Md.237 now New Md.234.
Md.242	18-27	Md.237 @ Clements to Md.470	1.94		7	1502	600	100	0			7	
Md.242	18-28	Md.238 to End SPC Maint @ Colton	1.62		8	689	700	120	0			8	
Spur Md.242	18-53	Md.242 to Md.5 @ Morganza	0.11		9							9	
Md. 245	18-32	End Urban Section to Md.235 @ Hollywood	4.92		10	987	1975	300	0			10	
Md.245	18-32	Md.5 @ Leonardtown to North End of Urban Section	0.53		11		2200	400				11	
Md.249	18-56	Md.5 @ Colloway to Md.244 (Portobello Road)	3.41		12	1201	2400	4000				12	
Md. 249	18-56	Md.244 (Portobello Road) to Md.498 @ Piney Point	4.08		13	1015	1575	3000				13	
Md.249	18-28	Md.498 to 0.66 miles from Md.498	0.66		14		1450	300				. 14	
Md.584	18-50	Md.5 (N.Spur) to Urban Sect. @ St. Marys City & End Urban Sect. to Md.5(S.side) @ St. Marys City	0.38		15	T						15	
					16							16	
		Total	36.91		17							17	
		-											

Route	Control Section	LOCATION	Miles	Rank Wide	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COS	Г	No.	REMARKS
No.	No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	REMARKS
						RECOMMENDED FOR TRAN	SFER F	ROM	STATE	TO OTHE	R JURISDI	CTIONS			
Md.234	-	Old Sections of Md.234 from Budd's Creek to North of Chaptico	-		1	Normal Maintenance.			-	~ -				1	Transfer to County.
Wd. 239	18-24	Md.242 to Rd. End @ Wicomico River	1.66		2	Improve within existing R/W.	424	500	900	25,000	5,000		30,000	2	Transfer to County.
Md.244	18-30	Md.5 to Md.249 @ Valley Lee	10.62		3	Improve within existing R/W.	1158	2000	3500	175,000	35,000		210,000	3	Transfer to County.
Md.244	18-31	Md.249 S.of Valley Lee to End SRC Maint.@ Portobello	2.90		4	Improve within existing R/W.	732	925	2000	48,000	9,600		57,600	4	Transfer to County.
Md.245	18-33	Md.235 @ Hollywood to End SAC Maint.	2.34		5	Improve within existing R/W.	699	1075	2000	42,000	8,400	1,	50,400	5	Transfer to County.
Md.247	18-34	Md.5 @ Loveville to Co.271 near Oakville	2.90		6	Improve within existing R/W.	138	175	300	44,000	8,800		52,800	6	Transfer to County.
M.252	18-37	Md.5 @ Ridge to End SRC Maint.	1.72		7	Improve within existing R/W.				12,000	2,400		14,400	7	Transfer to County.
14.326	18-38	Md.5 in Leonardtown to End SRC Maint.	0.36		8	Normal Maintenance.								8	Transfer to County.
Md.379	18-39	Md.5 in Leonardtown to Md.326	0.60		9	Normal Maintenance.								9	Transfer to City or County.
Md.470	18-42	Md.242 to Md.242 (Oakley Rd.)	3.83		10	Improve within existing R/W.	647	675	1200	57,000	11,400		68,400	10	Transfer to County.
Md.471	18-44	Md.5 @ Great Mills to End SRC Maint.	0.93		11	Improve within existing R/W.				17,000	3,400		20,400	11	Transfer to County.
Md.472	18-45	Md.235 @ Oakville to End SPC Maint. (Sandgates)	2.54		12	Improve within existing R/W.	114	150	300	46,000	9,200		55,200	12	Transfer to County.
d.489	18-54	Md.5 @ Park Hall to Md.235	1.29		13	Improve within existing R/W.		e- va		23,000	4,600		27,600	13	Transfer to County.
ld.520	18-48	Md.239 to End SRC Maint. (Bailey Rd.)	2.55		14	Improve within existing R/W.				38,000	7,600	90 90	45,600	14	Transfer to County.
Md.574	18-49	Md.235 to End SRC Maint. @ Clark's Landing	1.34		15	Improve within existing R/W.	333	425	700	22,000	4,400	go 44	26,400	15	Transfer to County.
Md.712	18-52	Md.235 to backgate of Naval Air Station	1.11		16	Normal Maintenance.								16	Transfer to County.
Md.861 A.B.C.D	18-35	Old Md.249 (Rd.end with connection to Md.249)	1.57		17	Normal Maintenance.					an an			17	Transfer to County.
Md.860	18-18	Md.235 to Md.235 S.E. of Lexington Park	1.45		19	Improve within existing R/W.				26,000	5,200		31,200	18	Transfer to County.
					19									19	
		Total	39.75		20	Totals				\$575,000	\$115,000		\$690,000	20	
										W. Company					

Route	Control Section	LOCATION	Miles	Rank	State Wide	No.	DESCRIPTION OF WORK	Т	RAFFI	IC	E	STIMAT	ED COS	T	REMARKS
No.	No.	EGGATION	Miles	00	State	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total .	REMARKS
							CC	ONSTRU	ICTION	NEED	S				
Md.361	19-12	Md.413 for 1.75 mi. Toward Fairmount	1.75	3	45	7 1	Widen & Resurface; Rehabilitate Shoulders.	384	525	900	96,300	19,300	67,900	183,500	
Md.361	19-12	1.75 mi. W. of Md.413 toward Fairmount	3.86	4	459	9 2	Widen & Resurface; Rehabilitate Shoulders.	304	425	700	231,600	46,300	40,800	318,700	2
Md.362	19-13	End SPC Maint. in Mt. Vernon to 1 mile W. of US 13	5.20	1	. 24	4 3	Widen & Resurface; Modify 1 Curve; Rehab. Shoulders.	706	1200	2100	265,300	53,100	69,200	387,600	3
Md.363	19-14	Princess Anne (US 13) to Md.627	5.12	2	34	6 4	Widen & Resurface; Modify Curve; Rehab. Shoulders.		2150	3700	111,400	22,300	120,400	254,100	4
Md.363	19-15	Md.627 to St. Stephans	2.90	8	52	3 5	Resurface; Rehabilitate Shoulders.		700	1200	52,200	10,400		62,600	5
Md.363	19-15	St. Stephans to Dames Quarters	3.43	9	524	4 6	Resurface; Rehabilitate Shoulders.	365	450	800	61,700	12,300		74,000	5
Md.363	19-16	Dames Quarters to Deal Island	3.15	7	51	5 7	Resurface; Rehabilitate Shoulders.	365	450	800	56,700	11,300		68,000	7
Md.406	19-20	US 13 to Hudson's Corner (Md.667)	7.20	6	500	0 8	Resurface; Rehabilitate Shoulders.	377	650	1100	129,600	25,900		155,500	В
Md.406		Md.667 at Hudson's Corner to Md.413	1.6±	5	48:	2 9	Construct New Highway.				168,000	33,600	9,700	211,300	9
						10								1	0
		Total	34.21			11	Totals				\$1,172,800	\$234,500	\$308,000	\$1,715,300 1	1
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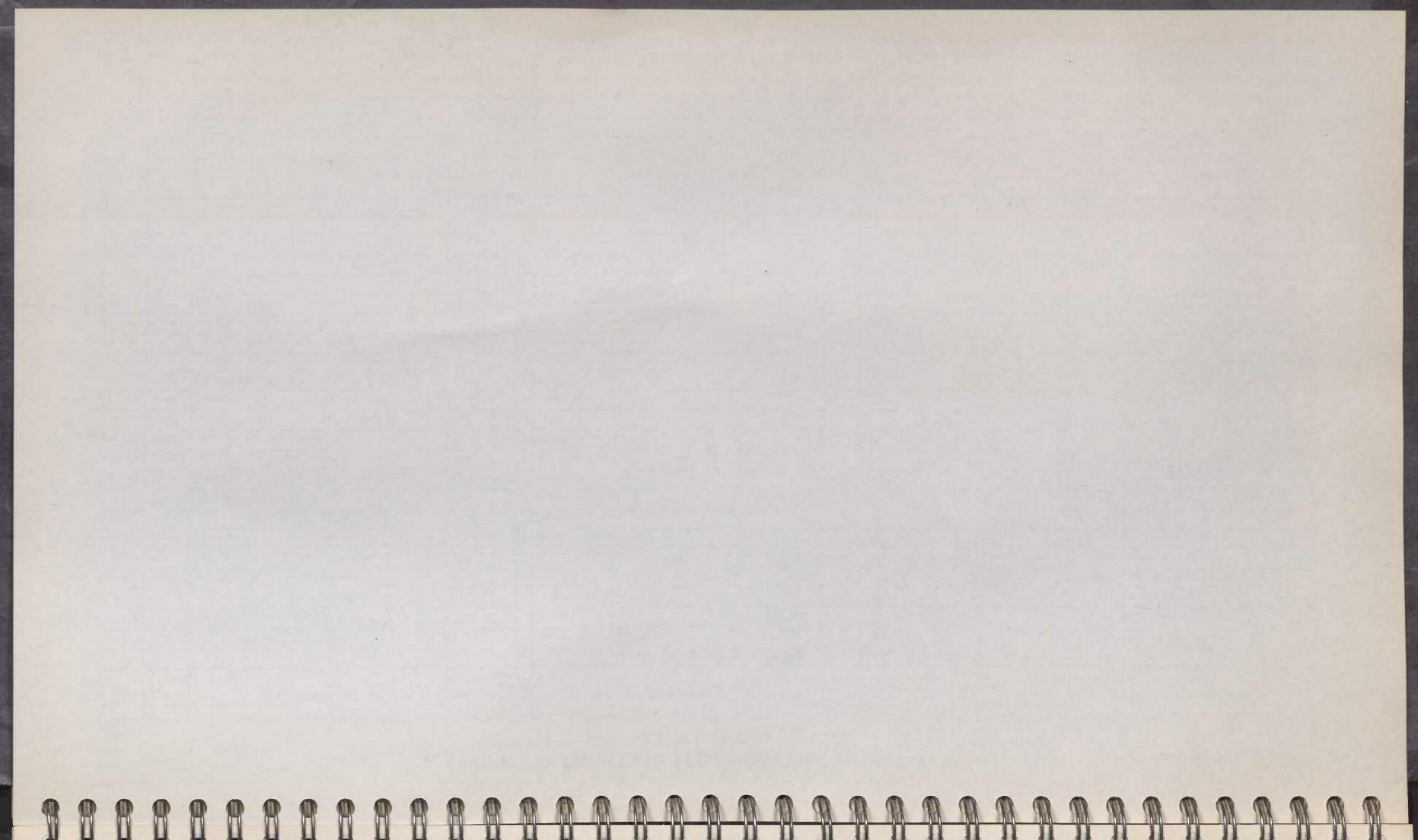


AS OF 1-1-61

Control		1	Wide	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COST		No.	REMARKS
Section No.	LOCATION	Miles	State Ran	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	KEMAKKS
					NSFER F	ROM :	STATE	TO OTHE	R JURISDI	CTIONS			
19-6	Co.164 N.W. Thru Marion To End SRC Maint. (Co.129)	1.56		Normal Maintenance.	485	650	1100					1	Transfer to County.
19-9	So.Corp. Limits Crisfield to Md.380 Lawsonia	0.55		Normal Maintenance.								2	Transfer to County.
19-7	N. Corp. Limits Crisfield to End SRC Maint.	0.75		Normal Maintenance.		800	1400					3	Transfer to County.
19-10	Md.380 @ Lawsonia S. Twd. Birdtown	0.51		Normal Maintenance.	442	375	700	ato 48				4	Transfer to County.
19-11	Md.358 N.W. of Lawsonia to End SRC Maint.	0.75		Normal Maintenance.	442	325	700					5	Transfer to County.
19-13	Md.675 to US 13 (Pr. Anne Bypass)	0.3±		Normal Maintenance.	706	1200	2100					6	Transfer to County.
19-14	Md.675 to US 13 (Pr. Anne Bypass)	0.33±		Resurface.		2150	3700	6,600	1,300		7,900	7	Transfer to County.
19-10	Deal Island to End SRC Maint.	3.56		8 Normal Maintenance.		400						8	Transfer to County.
19-17	US 13 to Worcester Co. Line	2.78		9 Normal Maintenance.	600	755	1300					9	Transfer to County.
19-18	E. Limits Crisfield S.E. Thru Lawsonia	1.57]	Normal Maintenance.				4 00 pm				10	Transfer to County.
19-19	Princess Anne Twd. Worcester Co. Line	2.35		Normal Maintenance.	452	650	1100					11	Transfer to County.
19-23	Loretto (US 13) to Princess Anne (Md.675)	2.57		2 Minor Resurfacing.				18,000	3,600		21,600	12	Tremsfer to County.
19-25	Md.675 to Corp. Limits of Pr. Anne	0.04		3 Normal Maintenance.								13	Transfer to County.
19-26	Md.363 to End SRC Maint. in Oriole	2.47		4 Normal Maintenance.								14	Transfer to County.
19-27	Md.406 at Hudson's Corner to Md.357 @ Marion	3.81	j	5 Improve within existing R/W.		725	1300	26,700	5,300		32,000	15	Transfer to Co.upon comp.of Rel.
19-23	Md.357 @ Marion to Md.413 @ Ward	3.74		6 Improve within existing R/W.		225	400	26,200	5,200		31,400	16	Transfer to County.
19-29	Md.413 at Ward to E. Limits of Crisfield	2.73		7 Improve within existing R/W.	657	550	950	19,100	3,800		22,900	17	Transfer to County.
19-1 19-2	Ex. Rt. 13 Thru Princess Anne	3.42		8 Normal Maintenance.	6704	4125	7200				40 40	18	Transfer to County.
				.9								19	
	Total	33.74		Totals				\$96,600	\$19,200		\$115,800	20	
												+	
	19-6 19-9 19-7 19-10 19-11 19-13 19-14 19-16 19-17 19-18 19-19 19-23 19-25 19-26 19-27 19-23	Section No. LOCATION LOCATION 19-6 Co.164 N.W. Thru Marion To End SRC Maint. (Co.129) 19-9 So.Corp. Limits Crisfield to Md.380 Lawsonia 19-7 N. Corp. Limits Crisfield to End SRC Maint. 19-10 Md.380 @ Lawsonia S. Twd. Birdtown 19-11 Md.358 N.W. of Lawsonia to End SRC Maint. 19-13 Md.675 to US 13 (Pr. Anne Bypass) 19-14 Md.675 to US 13 (Pr. Anne Bypass) 19-15 Deal Island to End SRC Maint. 19-17 US 13 to Worcester Co. Line 19-18 E. Limits Crisfield S.E. Thru Lawsonia 19-19 Princess Anne Twd. Worcester Co. Line 19-23 Loretto (US 13) to Princess Anne (Md.675) 19-25 Md.675 to Corp. Limits of Pr. Anne 19-26 Md.363 to End SRC Maint. in Oriole 19-27 Md.406 at Hudson's Corner to Md.357 @ Marion 19-29 Md.413 at Ward to E. Limits of Crisfield 19-1 19-2 Ex. Rt. 13 Thru Princess Anne	19-6 Co.164 N.W. Thru Marion To End SPC 1.56 19-9 So.Corp. Limits Crisfield to Md.380 Lawsonia 0.55 19-7 N. Corp. Limits Crisfield to End SPC Maint. 0.75 19-10 Md.380 @ Lawsonia S. Twd. Birdtown 0.51 19-11 Md.358 N.W. of Lawsonia to End SPC Maint. 0.75 19-13 Md.675 to US 13 (Pr. Anne Bypass) 0.3± 19-14 Md.675 to US 13 (Pr. Anne Bypass) 0.33± 19-16 Deal Island to End SPC Maint. 3.56 19-17 US 13 to Worcester Co. Line 2.78 19-18 E. Limits Crisfield S.E. Thru Lawsonia 1.57 19-19 Princess Anne Twd. Worcester Co. Line 2.35 19-23 Loretto (US 13) to Princess Anne (Md.675) 2.57 19-25 Md.675 to Corp. Limits of Pr. Anne 0.04 19-26 Md.363 to End SPC Maint. in Oriole 2.47 19-27 Md.406 at Hudson's Corner to Md.357 @ Marion 3.81 19-29 Md.413 at Ward to E. Limits of Crisfield 2.73 19-19 Ex. Rt. 13 Thru Princess Anne 3.42	19-6		19-6 Co.164 N.W. Thru Marion To End STC 1.56 1 Normal Maintenance. 485 19-9 So.Corp. Limits Crisfield to Mi.380 Lawsonia 0.55 2 Normal Maintenance. 19-7 N. Corp. Limits Crisfield to End SRC Maint. 0.75 3 Normal Maintenance. 19-10 Md.380 @ Lawsonia S. Twd. Birdtown 0.51 4 Normal Maintenance. 442 19-11 Md.358 N.W. of Lawsonia to End SRC Maint. 0.75 5 Normal Maintenance. 442 19-13 Md.675 to US 13 (Pr. Anne Bypass) 0.31 6 Normal Maintenance. 706 19-14 Md.675 to US 13 (Pr. Anne Bypass) 0.32 7 Resurface. 19-15 Deal Island to End SRC Maint. 3.55 8 Normal Maintenance. 19-16 Deal Island to End SRC Maint. 3.55 8 Normal Maintenance. 19-17 US 13 to Worcester Co. Line 2.78 9 Normal Maintenance. 600 19-18 E. Limits Crisfield S.E. Thru Lawsonia 1.57 10 Normal Maintenance. 19-19 Princess Anne Twd. Worcester Co. Line 2.35 11 Normal Maintenance. 452 19-23 Loretto (US 13) to Princess Anne (Md.675) 2.57 12 Md.675 to Corp. Limits of Pr. Anne 0.04 13 Normal Maintenance. 19-25 Md.675 to Corp. Limits of Pr. Anne 0.04 13 Normal Maintenance. 19-26 Md.363 to End SRC Maint. in Oriole 2.47 14 Normal Maintenance. 19-27 Md.406 at Hudson's Corner to (Md.576) 3.74 16 Improve within existing R/W. 19-29 Md.413 at Ward to E. Limits of Crisfield 2.73 17 Improve within existing R/W. 657 19-21 Ex. Rt. 13 Thru Princess Anne 3.42 18 Normal Maintenance. 6704 6704 18 Normal Maintenance. 6704 19 Normal Maintenance. 6704	19-6 Co. 164 N.W. Thru Marion To End SRC 1.56 1 Normal Maintenance 485 650 19-9 So. Corp. Limits Crisfield to Md. 380 Lawsonia 0.55 2 Normal Maintenance 880 19-7 N. Corp. Limits Crisfield to End SRC Maint 0.75 3 Normal Maintenance 880 19-10 Md. 380 @ Lawsonia S. Twd. Birdtown 0.51 4 Normal Maintenance 442 375 19-11 Md. 358 N.W. of Lawsonia to End SRC Maint 0.75 5 Normal Maintenance 442 375 19-13 Md. 675 to US 13 (Pr. Anne Bypass) 0.32 6 Normal Maintenance 442 325 19-14 Md. 675 to US 13 (Pr. Anne Bypass) 0.32 7 Resurface 2150 19-15 Deal Island to End SRC Maint 3.56 8 Normal Maintenance 600 755 19-16 E. Limits Crisfield S.E. Thru Lawsonia 1.57 10 Normal Maintenance 452 650 19-23 Loretto (US 13) to Princess Anne (Md. 675) 2.57 12 Normal Maintenance 19-25 Md. 675 to Corp. Limits of Pr. Anne 0.04 13 Normal Maintenance 19-26 Md. 363 to End SRC Maint in Oriole 2.47 14 Normal Maintenance 19-27 Md. 406 at Hudson's Corner to Md. 357 @ Marion 3.81 15 Improve within existing R/W 225 19-28 Md. 413 at Ward to E. Limits of Crisfield 2.73 17 Improve within existing R/W 670 4125 19-29 Md. 413 at Ward to E. Limits of Crisfield 2.73 17 Improve within existing R/W 670 4125 19-21 Ex. Rt. 13 Thru Princess Anne 3.42 18 Normal Maintenance 6704 4125 19-22 Md. 413 at Ward to E. Limits of Crisfield 2.73 17 Improve within existing R/W 670 4125 19-24 Md. 413 at Ward to E. Limits of Crisfield 2.73 17 Improve within existing R/W 670 4125 19-25 Md. 413 at Ward to E. Limits of Crisfield 2.73 17 Improve within existing R/W 670 4125 19-25 Md. 413 at Ward to E. Limits of Crisfield 2.73 17 Improve within existing R/W 6704 4125 19-26 Md. 413 at Ward to E. Limits of Crisfield 2.73 17 Improve within existing R/W 6704 4125 19-26	Co.154 N.W. Thru Marion To End STC 1.56 1 Normal Maintenance. 465 650 1100	1.56 Co.164 N.W. Thru Marion To End STC 1.56 1 Normal Maintenance.	RECOMMENDED FOR TRANSFER FROM STATE TO OTHER JURISDID 19-6 Co. 164 N.W. Thru Marion To End SRC 1.56 1 Norsal Maintenance 465 650 1100 19-9 So. Corp. Limits Crisfield to Md.380 Lawsonia 0.55 2 Norsal Maintenance 800 1400 19-10 Md.380 @ Lawsonia 5. Twd. Birdrom 0.51 4 Norsal Maintenance 442 375 700 19-11 Md.355 N.W. of Lawsonia 5. Twd. Birdrom 0.51 4 Norsal Maintenance 442 375 700 19-11 Md.355 N.W. of Lawsonia 5. Twd. Birdrom 0.51 5 Norsal Maintenance 442 375 700 19-13 Md.675 to US 13 (Pr. Anne Bypas) 0.31 6 Norsal Maintenance 442 375 700 19-18 Deal Island to End SRC Maint. 3.56 6 Norsal Maintenance 442 375 700 19-18 E. Limits Crisfield S.E. Thru Lawsonia 1.57 10 Norsal Maintenance 400 19-19 Princess Anne Twd. Norseeter Co. Line 2.75 11 Norsal Maintenance 452 650 1100 19-22 Loretto (US 13) to Princess Anne (Md.575) 2.57 12 Minor Resurfacing 19-26 Md.675 to Corp. Limits of Pr. Anne 0.04 13 Norsal Maintenance 452 650 100 19-26 Md.675 to Corp. Limits of Pr. Anne 0.04 13 Norsal Maintenance 19-26 Md.675 to Corp. Limits of Pr. Anne 0.04 13 Norsal Maintenance -	19-8	19-6 Co. 154 N.W. Thru Marion To End SPC 1.56	19-6

D	Control			ank	X S	DECORPTION OF WORK		RAFF				ED COS		No.	REMARKS
No.	Control Section No.	LOCATION	Miles	Co. R.	Ran	DESCRIPTION OF WORK	1			Constr.		Right of Way	Total	Line	
						RECOMMENDE	FOR	NORN	AL M	AINTENAN	NCE				
Md.362	19-13	Md.675 N. of Princess Anne Toward Mt. Vernon	0.70					1200	2100					1	
M. 673			0.64											2	
A	19-32	US 13 to Md. 413 @ Westover	0.04											3	
		Total	1.34											4	
		10(4)	1.04												
					-										
				-				-							
								-							
				-											
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Route	Control	LOCATION		lank Wide	X N	NO.	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COS	T	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank	Rar		DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total =	REMARKS
							СО	NSTRU	ICTION	NEED	S				
Md.33 Ed Bypass	ston	US 50 to US 50	5.00	1	25 1	1 (Construct 1 Lane of ultimate dual.			150	650,000	130,000	200,000	980,000 1	-
Md.33	20-9	Easton Belt to Md.370	1.8±	15 5	47 2	2 1	Minor Resurfacing.	3206	4950	8600	9,000	1,800		10,800 2	
Md.33	20-8	Md.370 to St. Michaels	6.50	16 5	61 3	3 1	Minor Resurfacing.	2610	4150	7200	32,500	6,500		39,000 3	
Md.33	20-8	Bridge @ Oak Creek in above segment	-	2	36 4	4 I	Reconstruct Bridge.	2610	4150	7200	436,500	87,300		523,800 4	
Md.33	20-8	St. Michaels to Md.579	3.74	14 5	35 5	5 N	Minor Resurfacing.	1869	2900	5000	18,700	3,700	II	22,400 5	
Md.33	20-28	5.35 mi. S. Md.579 to Knapp Narrows	4.80	7 3	303 6	7 8	Widen & Resurface; Rehab. Shoulders; Modify Curves.		925	1600	352,500	70,500	35,000	458,000 6	
Md.33	20-28	Knapp Narrows to End SPC Maint.	4.80	10 4	163 7	7 1	Widen & Resurface; Rehabilitate Shoulders.	488	750	1300	52,000	10,400		62,400 7	
Md.309	20-12	US 50 N. of Easton to Cordova	5.82	13	30	6 1	Minor Resurfacing.	1134	1300	2300	29,100	5,800		34,900 8	
Md.333	20-17	Easton Belt to Strand St. in Oxford	9.6±	17	576	9 1	Minor Resurfacing.	1782	2600	4500	48,000	9,600		57,600 9	
Md.370	20-19	Md.33@Bloomfield to End SAC Maint.@ Dixons Corner	1.58	9 4	152 10	0 1	Widen & Resurface; Rehabilitate Shoulders.	941	1150	2000	84,000	10,000	6,500	107,300 10	
Md.404	20-20	Md.662 @ Queen Annes Co. Line to US 50	1.06	8 4	102 1	1 1	Resurface; Rehabilitate Shoulders.	2893	300	50	29,700	5,900		35,600 11	
Md.451	20-7	Md.33 to Claiborne Ferry Terminal	1.73	4 2	236 12	2 1	Widen & Resurface; Rehabilitate Shoulders.	674	225	400	50,000	10,000	4,500	64,500 12	
Md.451	20-7	Md.33 N. along old Md.451 to old Md.33 near Claiborne (Md.451)	0.39	3 2	210 13	3 1	Widen & Resurface; Rehabilitate Shoulders.	692	225	400	28,400	5,700	12,400	46,500 13	
Md.579	20-29	Md.33 N. of St. Michaels to begin new construction @ Pozman	3.24	5 2	239 1,4	4	Widen & Resurface; Rehabilitate Shoulders.	554	825	1400	233,000	46,600	18,100	297,700 14	
Md.579	20-29	Bozman to Neavitt	3.61	12 5	09 1	5 1	Resurface; Rehabilitate Shoulders.	214	325	600	30,000	18,000	3,000	111,000 15	
Md.579	20-29	Neavitt to End SRC Maint.	0.60	6	273 16	6 7	Widen & Resurface; Rehabilitate Shoulders.	134	225	400	30,000	6,000	12,500	48,500 16	
					17	7	·							17	,
		Total	50.27		18	8	Totals				\$2,173,400	\$434,600	\$292,000	\$2,900,000 18	3
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Route No.	Control	LOCATION	Part .	Rank	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E		ED COS		No.	REMARKS
No.	Control Section No.	LOCATION	Miles	Co. R	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line No.	REMARKS
						RECOMMENDED	FOR	NORM	IAL M	AINTENA	NCE				
ld.33	20 - 28	Md.579 southerly 5.35 mi.	5.35		1		488	750	1300					1	
Md.309	20-12	Cordova to Queen Anne's Co.	3.95		2		931	1050	1800					2	
					3									3	
		Total	9.30		4									4	
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TALBOT COUNTY

Route No.	Control Section No.	LOCATION	Miles	Rank	nk nk	No.	DESCRIPTION OF WORK		RAFF				ED COST	Z	DELLADIC
No.	No.	LOGATION	miles	Co.	Ra	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total 🖺	REMARKS
							RECOMMENDED FOR TRANS	SFER F	ROM (OTHER	JURISDIC	TIONS TO	STATE		
id.370 Ext.		End Md.370 to Unionville	1.0	11 4	173	1 W.	iden & Resurface; Rehabilitate Shoulders.				40,000	8,000	15,000	63,000 1	
						2								2	
		. Total	1.0				Totals				\$40,000	\$8,000	\$15,000	\$63,000 3	
															•

Control			Wide	No.	DESCRIPTION OF WORK	Т	RAFF	IC	E	STIMAT	ED COST	No.	REMARKS
Section No.	LOCATION	Miles	State	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total =	KEMAKKS
					RECOMMENDED FOR TRAN	SFER F	ROM :	STATE	TO OTHE	R JURISDI	CTIONS		
20-10	Bay St. (Md.33) to Easton Belt	1.35		1	Normal Maintenance.	2020	900	1500				1	Transfer to Co. or town upon completion of Easton Belt.
20-9	Washington St. to Easton Belt	0.43		2	Normal Maintenance.	3206	4950	8600				2	Transfer to town upon completion of Easton Belt.
20-11		0.12		3	Normal Maintenance.							3	Transfer to town or Co. upon completion of Rel. Md.309.
20-12	Alt.404 to R.R. Underpass N. of Cordova	3.77		4	Normal Maintenance.	941	1050	1800				4	Transfer to County upon completion of Rel. Md. 309.
20-13		3.53		5	Normal Maintenance.	353	475	800				5	Transfer to County.
20-17		0.40		6	Normal Maintenance.	2055	2975	5200				6	Transfer to town of Easton upon completion of Easton Belt.
20-18	S. Washington St. in Easton to Easton Pt.	1.06		7	Resurface.				21,200	4,200		25,400 7	Transfer to town of Easton.
20-21	Md.404 W. of Queen Anne to Caroline Co. Line	1.81		Ą	Normal Maintenance.		100	200				8	Transfer to County.
20-23	Alt.404 to End SRC Maint. in Queen Anne	0.09		9	Normal Maintenance.				as as			9	Transfer to County.
20-16	Md.333 to US 50	1.93		10	Normal Maintenance.		4100	7100				10	Transfer to town of Easton upon completion of Easton Belt.
20-26	End of SRC Maint. S. of Brooks Lame to Md.333	0.36		11	Normal Maintenance.		4100	7100				11	Transfer to town of Easton upon completion of Easton Belt.
20-24	US 50 near Slumptown to US 50 @ Trappe	6.06		12	Normal Maintenance.		575	1000				12	Transfer to town or County.
20-27	Old Sections of US 50	9.81		13	Normal Maintenance.		1050	1800				13	Transfer to County.
20-22	Old Sections of Md.33	1.10		14	Normal Maintenance.							14	Transfer to County.
20-25	Md.579 to Road End S.W. of Bozman	0.17		15	Normal Maintenance.							15	Transfer to County.
20-30	Old Sec. Md.331 @ Choptank River	0.11		16	Normal Maintenance.							16	Transfer to County.
				17								17	
	Total	32.10		18	Totals				\$21,200	\$4,200		\$25,400 18	
	20-10 20-9 20-11 20-12 20-13 20-17 20-18 20-21 20-23 20-16 20-26 20-24 20-27 20-22 20-25	Section No. LOCATION LOCATION 20-10 Bay St. (Md.33) to Easton Belt 20-9 Washington St. to Easton Belt 20-11 Queen Annes Co. Line to Alt.404 @ Moores Corner 20-12 Alt.404 to R.R. Underpass N. of Cordova 20-13 Md.33 @ Royal Oak Rd. to Md.33 @ Kirkham 20-17 Md.565 & Washington St. in Easton to Easton Belt 20-18 S. Washington St. in Easton to Easton Pt. 20-21 Md.404 W. of Queen Anne to Caroline Co. Line 20-23 Alt.404 to End SRC Maint. in Queen Anne 20-16 Md.333 to US 50 20-26 End of SRC Maint. S. of Brooks Lane to Md.333 20-24 US 50 near Slumptown to US 50 @ Trappe 20-27 Old Sections of US 50 20-22 Old Sections of Md.33 20-25 Md.579 to Road End S.W. of Bozman 20-30 Old Sec. Md.331 @ Choptank River	20-10 Bay St. (Md.33) to Easton Belt 1.35 20-9 Washington St. to Easton Belt 0.43 20-11 Queen Annes Co. Line to Alt.404 @ Moores Corner 0.12 20-12 Alt.404 to R.R. Underpass N. of Cordova 3.77 20-13 Md.33 @ Royal Oak Rd. to Md.33 @ Kirkham 3.53 20-17 Md.565 & Washington St. in Easton to Easton Belt 0.40 20-18 S. Washington St. in Easton to Easton Pt. 1.06 20-21 Md.404 W. of Queen Anne to Caroline Co. Line 1.81 20-23 Alt.404 to End SRC Maint. in Queen Anne 0.09 20-16 Md.333 to US 50 1.93 20-26 End of SRC Maint. S. of Brooks Lane to Md.333 0.36 20-24 US 50 near Slumptown to US 50 @ Trappe 6.06 20-27 Old Sections of US 50 9.81 20-25 Md.579 to Road End S.W. of Bozman 0.17 20-30 Old Sec. Md.331 @ Choptank River 0.11	20-10 Bay St. (Md.33) to Easton Belt 1.35 20-9 Washington St. to Easton Belt 0.43 20-11 Queen Annes Co. Line to Alt.404 @ Moores Corner 0.12 20-12 Alt.404 to R.R. Underpass N. of Cordova 3.77 20-13 Md.33 @ Royal Oak Rd. to Md.33 @ Kirkham 3.53 20-17 Md.565 & Washington St. in Easton to Easton Belt 0.40 20-18 S. Washington St. in Easton to Easton Pt. 1.06 20-21 Md.404 W. of Queen Anne to Caroline Co. Line 1.81 20-23 Alt.404 to End SRC Maint. in Queen Anne 0.09 20-16 Md.333 to US 50 1.93 20-26 End of SRC Maint. S. of Brooks Lane to Md.333 0.36 20-24 US 50 near Slumptown to US 50 @ Trappe 6.06 20-27 Old Sections of US 50 9.81 20-28 Md.579 to Road End S.W. of Bozman 0.17 20-30 Old Sec. Md.331 @ Choptank River 0.11	20-10 Bay St. (Md.33) to Easton Belt 1.35 1 20-9 Washington St. to Easton Belt 0.43 2 20-11 Queen Annes Co. Line to Alt.404 @ Moores Corner 0.12 3 20-12 Alt.404 to R.R. Underpass N. of Cordova 3.77 4 20-13 Md.33 @ Royal Oak Rd. to Md.33 @ Kirkham 3.53 5 20-17 Md.565 & Washington St. in Easton to Easton Belt 0.40 6 20-18 S. Washington St. in Easton to Easton Pt. 1.06 7 20-21 Md.404 W. of Queen Anne to Caroline Co. Line 1.81 4 20-23 Alt.404 to End SRC Maint. in Queen Anne 0.09 9 20-16 Md.333 to US 50 1.93 10 20-26 End of SRC Maint. S. of Brooks Lame to Md.333 0.36 11 20-24 US 50 near Slumptown to US 50 @ Trappe 6.06 12 20-27 Old Sections of US 50 9.81 13 20-28 Md.579 to Road End S.W. of Bozman 0.17 15 20-30 Old Sec. Md.331 @ Choptank River 0.11 16		RECOMMENDED FOR TRANSFER F 20-10 Bay St. (Md.33) to Easton Belt 1.35 1 Normal Maintenance. 2020 20-9 Washington St. to Easton Belt 0.43 2 Normal Maintenance. 3206 20-11 Queen Annes Co. Line to Alt.404 @ Moores Corner 0.12 3 Normal Maintenance. 20-12 Alt.404 to R.R. Underpass N. of Cordova 3.77 4 Normal Maintenance. 941 20-13 Md.33 @ Royal Odk Rd. to Md.33 @ Kirkham 3.53 5 Normal Maintenance. 333 20-17 Md.565 & Washington St. in Easton to Easton Belt 0.40 6 Normal Maintenance. 2055 20-18 S. Washington St. in Easton to Easton Pt. 1.06 7 Resurface. 20-21 Md.404 W. of Queen Anne to Caroline Co. Line 1.81 3 Normal Maintenance. 20-23 Alt.404 to End SRC Maint. in Queen Anne 0.09 9 Normal Maintenance. 20-26 End of SRC Maint. S. of Brooks Lame to Md.333 0.36 11 Normal Maintenance. 20-26 End of SRC Maint. S. of Brooks Lame to Md.333 0.36 12 Normal Maintenance. 20-27 Old Sections of US 50 Trappe 6.06 12 Normal Maintenance. 20-28 Dld Sections of Md.33 1.10 14 Normal Maintenance. 20-28 Md.579 to Road End S.W. of Bozman 0.17 15 Normal Maintenance. 20-30 Old Sec. Md.331 Choptank River 0.11 16 Normal Maintenance. 20-30 Old Sec. Md.331 Choptank River 0.11 16 Normal Maintenance.	20-10 Bay St. (Md.33) to Easton Belt 1.95 1 Normal Maintenance. 2020 900	RECOMMENDED FOR TRANSFER FROM STATE	RECOMMENDED FOR TRANSFER FROM STATE TO OTHE	RECOMMENDED FOR TRANSFER FROM STATE TO OTHER JURISDIC State Stat	Bay St. (M4,33) to Easton Belt 1.35 1 Normal Maintenance. 2020 900 1500	RECOMMENDED FOR TRANSFER FROM STATE TO OTHER JURISDICTIONS

Route	Control			Rank	Wide	DESCRIPTION OF MORE	Т	RAFF	IC	E	STIMAT	ED COS	T	REMARKS
No.	Section No.	LOCATION	Miles	Co. R	State Wide Rank	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	KENAKKI
							ONSTRU	ICTION	NEED	S				
Md.44	21-28	Md.56 to end SRC Maintenance	0.63	18	521	1 Minor Resurfacing.				10,000	2,000		12,000	
Md.56	21-29	US 40 at Indian Springs to Md.44	2.79	14	489	2 Widen & Resurface; Rehabilitate Shoulders.	225	275	500	204,000	41,000		245,000	2
Md.57	21-30	US 40 at St.Pauls Church to Penn. State Line	4.94	10 :	312	3 Widen & Resurface; Modify Curves; Rehab. Shoulders.	250	425	700	469,000	94,000	58,000	621,000	3
Md.58	21-31	Md.63 @ Cearfoss to Corp. Limits of Hagerstown	3.50	23	577	4 Resurface.	2241	5025	8700	105,000	21,000	I II	126,000	4
Md.62	21-33	Md.64 at Chewsville to Md.60 at Leitersburg	4.24	11 3	331	5 Widen & Resurface; Modify Curves; Rehab. Shoulders.	210	550	950	378,000	76,000	44,500	498,500	5
Md.63	21-63	Penn. St. Line to Md.58 at Cearfoss	1.58	7	221	6 Widen & Resurface; Modify Curves; Rehab. Shoulders.	143	1450	2500	169,000	34,000	9,000	212,000	6
Md.63	21-80	Md.58 at Cearfoss to 0.8 mi. north of US 40	2.8	3	108	7 Widen & Resurface; Modify Curves; Rehab. Shoulders.	1176	2125	8700	305,000	61,000	38,000	404,000	7
Md.65	21-37	South Corp. Limit of Hagerstown to Md.68 @ Lappans	5.01	22	571	8 Resurface.	1993	3525	6100	151,000	30,000		181,000	8
Md.65	21-38	Md.68 at Lappans to Md.34 at Sharpsburg	6.73	20	540	9 Resurface.	1930	3250	5700	202,000	41,000		243,000	9
/d.66	21-39	Md.64 at Cavetown to US 40	6.14	13	418 1	0 Widen & Resurface; Rehabilitate Shoulders.	560	1000	1800	553,000	111,000	133,900	797,900 1	0
Md.66	21-40	US 40 to Alt. US 40 at Boonsboro	4.30	6	160 1	Widen & Resurface; Modify Curves; Rehab. Shoulders.	924	1700	3000	525,000	105,000	166,700	796,700	1
d.66	21-77	Md.64 N. of Smithsburg to Md.64 at Cavetown.	2.50	17	520 1	2 Resurface.				75,000	15,000	1	90,000	2
H. 67	21-41	0.5 mi. S. of Gapland to US 340 at Weverton	5.46	4	142 1	.3 Reconstruction & Relocation.	94	1275	2000	1,134,000	228,000	100,000	1,462,000	Transfer portions of old rd. to County after relocation.
ld.68	21-42	Alt. US 40 north of Boonsboro to end of SRC Maintenance in Williamsport (Md.63)	10.56	8	233 1	Widen & Resurface; Modify Curves; Rehab. Shoulders.	492	750	1300	1,326,000	265,000	145,000	1,736,000	
ld.68	21-65	No. Corp. limits of Williamsport to Corp. limits of Clear Spring	7.14	2	21 1	Widen & Resurface; Modify Curves; Rehab. Shoulders.		600	1000	797,000	159,000	79,500	1,035,500	5
/d.81	21-44	Frederick Co. line to End SPC Maint. at Pen Mar	2.00	19	537	Resurface.	384	1325	2300	60,000	12,000		72,000	6
d.418	21-74	Md.60 at Leitersburg to Md.64 at Ringgold	2.85	26	590	17 Resurface.				86,000	17,000		103,000	7
Md.418	21-75	Md.64 at Ringgold to Penna. State Line	1.85	25	585	18 Resurface.		1550	2700	56,000	11,000		67,000	8
Ad. 491	21-66	Frederick County line to Ritchie Road (Co.145)	2.53	24	581	19 Resurface.				76,000	15,000		91,000	9
Wd.491 Ext.	-	Ritchie Rd. (Co.145) to Md.64 at Smithsburg	2.6	1	5 2	20 Construct new road.				455,000		130,000	676,000	20
Md. 494	21-50	Md.57 to Md.63 at Cearfoss	6.05	12	366	21 Widen & Resurface; Modify Curves; Rehab. Shoulders.	375	475	800	519,000	103,000	236,000	858,000	21
	21-52	US 40 E. of Hancock to Penna. State Line.	2.50	9	256	22 Widen & Resurface; Rehabilitate Shoulders.	141	250	450	246,000		25,600		Mileage reduced due to relocation of US 40.
East-We	st	Frederick County line to Md.66	4.2	15	505	23 Construct new road.				950,000		63,000		
East-We Highwy	est	Md.66 to Interstate I-70	4.1	16	506	24 Construct New Road.				1,052,000		62,000	1,324,000	24
	21-61	Two old sections in Hancock (Hook Mill Rd. & High Street)	0.18	21	563	25 Resurface.				6,000	1,000		7,000	25
						26								26
		Total	97.18			27 Totals				\$9,909,000	\$1,982,000	\$1,291,200	\$13,182,200	27

Danta	Control Section			ank	¥	. 20	DESCRIPTION OF WORK	T	RAFF	10	E		ED COS	T	9	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Ran	TILLE	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	
							RECOMMEND	ED FOR	NORM	IAL M	AINTENAN	ICE				
d.34	21-70	Alt. US 40 in Boonesboro to Md.65	6.35			1		877	1800	3100					1	
d.34	21-70	Md.65 to end Potomac River Bridge	3.71			2		1464	3750	6500					2	
d.63	21-80	0.8 mi. N. of US 40 to N. Corp. Limits at Williamsport	4.40		:	3		1351	2425	4200					3	
H.64	21-67	E. Corp. limits of Hagerstown to Md. 77 S.E. of Smithsburg	7.38			4		2684	2925	5000					4	
d.64	21-76	Md.77 S.E. of Smithsburg to Penna. State Line	5.23			5		1198	1675	3000					5	
H.67	21-41	0.5 mi. So. of Gapland to Alt.US 40 @ Boonsboro	7.35			6		995	1425	2500					6	
					1	7									7	
		Total	34.42			8									8	
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Route No.	Control Section	LOCATION	Miles	Co. Rank State Wide	No.	DESCRIPTION OF WORK	Т	RAFF		Е	STIMAT	ED COS		0	REMARKS
No.	No.	LOCATION	miles	Co. State	Ra	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line No.	KEWA KKS
						RECOMMENDED FOR TRANS	SFER F	ROM C	OTHER	JURISDIC	TIONS TO	O STATE			
Cearfos Mercers		Md.63 at Cearfoss to Penna. State Line	2.16		1	Widen & Resurface; Rehab. Shoulders; Modify Curves.			1400	368,000	74,000	157,400	599,400	1	
458 ext	•				2									2	
		Total	2.16		3	Totals				\$368,000	\$74,000	\$157,400	\$599,400	3	

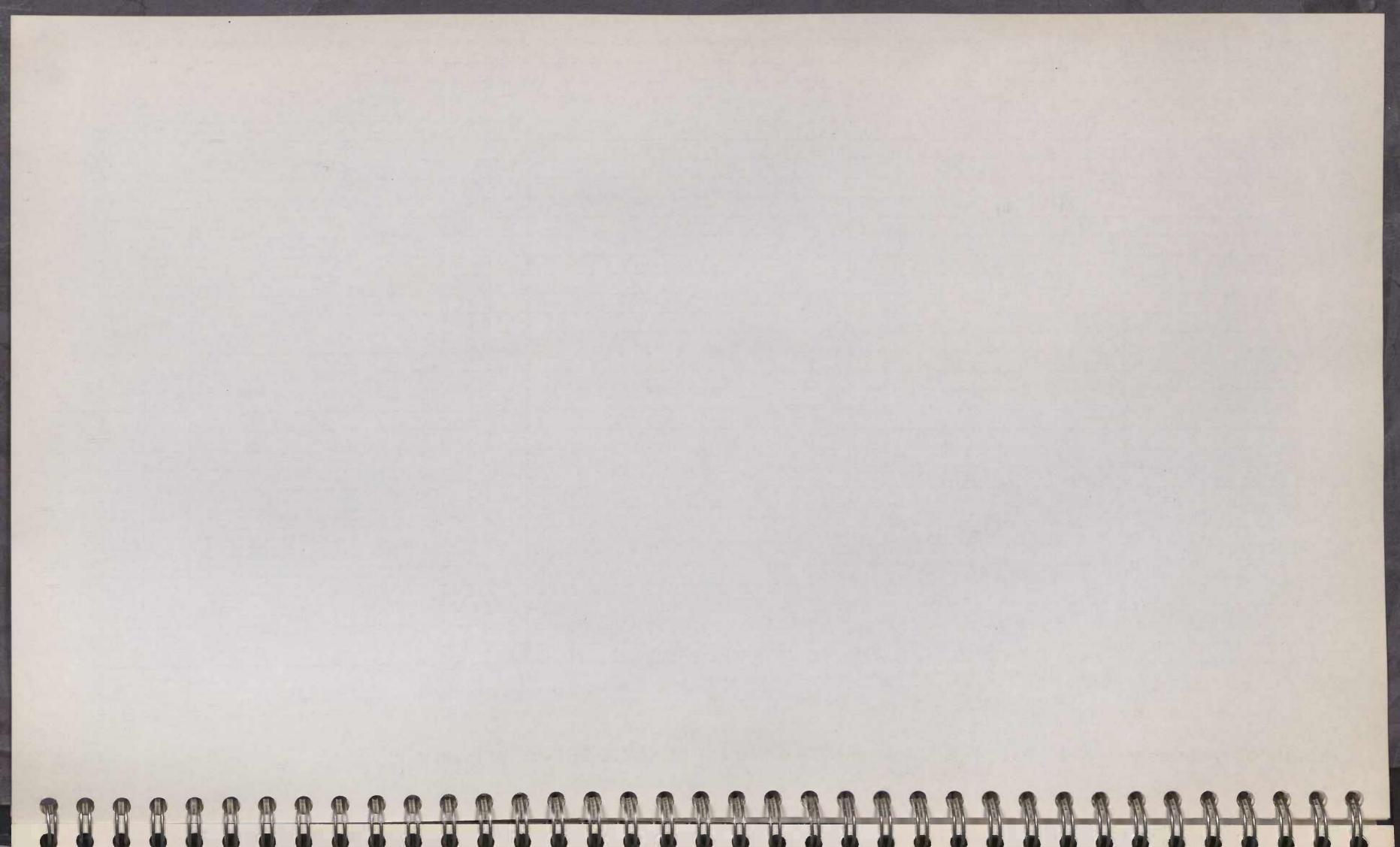
1	0 [H H	10			T	RAFF	IC	E	STIMAT	ED COST		REMARKS
Route No.	Control Section No.	LOCATION	Miles	Co. Ra	Rank Line No.	DESCRIPTION OF WOR		1950	1959		Constr.	Admin. and Engr.	Right of Way	Total	The
-						RECOMMENDED	FOR TRANS	FER F	ROM	STATE	TO OTHER	JURISDI	CTIONS		
Wd.56	21-29	Md.44 to Md.68	6.87		1	Improve within existing R/W.		150	200	350	208,000	42,000		250,000	1 Transfer to County.
Md.58	21-31	Old Sec. Md.58 @ Interchange of Md.58 & I-81	0.07		2	Normal Maintenance.					322				2 Transfer to County.
Md.63	21-34	So.Corp.limits of Williamsport to NEW RR@ Spielman	6.01		3	Improve within existing R/W.		503	1200	2000	103,000	20,000		123,000	3 Transfer to County.
	21-34	NSW RR @ Spielman to Md.65 @ Tilghmanton	1.36		4	Improve within existing R/W.		215	425	700	24,000	5,000	**	29,000	4 Transfer to County.
Md.63		Old Sections Md.67 between Gapland & Boonsboro			5	Normal Maintenance.					-				5 Transfer to County after completion of Relocation.
Md.67 Md.77	21-79	Md.64 S.E. of Smithsburg to Frederick Co. Line	3.04		6	Improve within existing R/W.		270	375	650	42,000	9,000		51,000	6 Transfer to Co. upon completic of East-West Highway.
Md.340	21-79	Frederick Co. Line to Sandy Hook Bridge	1.81		7	Normal Maintenance.				**	++	**			7 Transfer old section upon completion of Relocation.
Md.340	21-23	US 340 to Old Harpers Rd.	0.09	3	1	Normal Maintenance.		-44		78.6	1996	**		**	8 Transfer to County.
		Md.63 at Downsville to S.Corp. limits of Hagerstown	6.67			Normal Maintenance.		570	2500	4400		***	22		9 Transfer to County.
Md.632	21-78	Alt. US 40 to Road End near Antietam Creek	0.16	1	10	Normal Maintenance.		100		144	(44)	**	**	**	10 Transfer to County.
Md.741	21-72		0.23		11	Normal Maintenance.			200	(910)	See:				11 Transfer to County.
Md.767	21-73	Md.62 No. of Chewsville to County 102	0.32	-	_	Normal Maintenance.		(44)	28	***	**			- 122	12 Transfer to County.
Md.804A	200	Old Section of Md.64 at Cavetown	0.65	1	13	Resurface.		7220		**	10,000	2,000	**	12,000	13 Transfer to County.
Md.804B		Old Section of Md.64 at Chewsville	1.08		1.	Normal Maintenance.				7.5		22			14 Transfer to County.
Md.805	21-21	Old Section of Md.60	2.40	-	1	Normal Maintenance.				**	**	(**)	**	**	15 Transfer to County.
Md.843	21-46	Old Section of Md.63 Md.66 @ Cavetown to Road end E. of Wolfesville Rd.	1.13	+	100	Normal Maintenance.				**		See.		25	16 Transfer to County.
Md.844	21-43		1.34	+	1	7 Resurface.		**			20,000	4,000	-	24,000	17 Transfer to County.
MH.845A		Old Md.34 thru Keedysville including spur	0.1			8 Normal Maintenance.		24		**			**		18 Transfer to County.
Md.845B		Md.34 to Porterstown	0.8			9 Normal Maintenance.				2.2	200	***	**	**	19 Transfer to County.
Md.846	21-47	Old Section of Md. 418	2.1			Normal Maintenance.		**							20 Transfer to County.
Md.847	21-36	Old Sections of Md.84	0.2			Normal Maintenance.	1 14 1		**				175	(++	21 Transfer to County.
Md.848	21-56	Old Section Md.632 So. of Hagerstown	0.2		2										22
			00.4		2		Totals				\$407,000	\$82,000	(44)	\$489,000	23
		Total	36.4	0	2										

Route	Control	LOCATION	Afiles	Rank Wide	No.	DESCRIPTION OF WORK	TF	RAFFI	С	E	STIMATE	D COST	T g	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank State Wide	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total .	REMARKS
						CON	NSTRU	CTION	NEED	S				
Md.347	22-16	US 50 to Hebron	0.80	17 518	1	Resurface; Rehabilitate Shoulders.	237	350	600	32,000	6,400	1,500	39,900	
Md.347	22-16	Through Hebron	0.82	16 517	2	Resurface; Rehabilitate Shoulders.				32,800	6,600	12,000	51,400	2
Md.347	22-16	Hebron to Quantico	3.77	18 519	3	Widen & Resurface; Rehabilitate Shoulders.	564	800	1500	226,200	45,200	4,100	275,500	3
Md. 347	22-16	Through Quantico	0.40	15 516	4	Widen and Resurface; Rehabilitate Shoulders.	443	650	1100	30,000	6,000		36,000	4
Md.347	22-19	Quantico to Md.349	1.11	9 440	5	Widen and Resurface; Rehabilitate Shoulders.	443	650	1100	75,600	15,100	60,000	150,700	5
Md.348	22-17	Md.313 to Delaware State Line	1.73	3 356	6	Resurface; Modify Curve; Rehabilitate Shoulders.	1022	800	550	95,800	19,200	18,500	133,500	6
Md.349	22-19	W. Lim. of Salisbury to Rockawalking Road	3.43	19 543	7	Resurface.	11	5025	8700	69,000	14,000		83,000	7
Md.349	22-19	Rockawalking Road to Md.347	3.64	20 573	8	Resurface.	1976	4000	7000	72,000	14,000		86,000	8
Md.349	22-20	3.2 miles south of Md.347 toward Jesterville Road for 0.25 miles	0.25	2 342	2 9	Modify horizontal curve at Royal Oak.	1254	2125	3700	28,000	5,600	9,200	42,800	9
Md.349	22-21	Jesterville Rd. to Bank Rd. in Nanticoke	3.75	14 486	10	Resurface: Rehabilitate Shoulders.	889	1250	2200	170,000	34,000	4,800		0
Md.350	22-22	E. Lim. of Salisbury to Airport Rd.	3.18	1 90	11	Resurface; Rehabilitate Shoulders.			Assume 9000	159,000	31,800	40,500	231,300 1	1
Md.350	22-23	Airport Rd. to Powellville Bypass	7.70	5 407	12	Resurface; Rehabilitate Shoulders.	502	900	1600	278,500	55,700	46,400		2
Md.350	22-23	Powellville Bypass to Md.354	1.20	6 408	13	Construct Bypass around Powellville	502	900	1600	132,000	26,400	14,400	172,800	
Md.352	22-26	Md.385 to Green Hill Creek	2.58	11 470	14	Resurface: Rehabilitate Shoulders.	84	250	450	90,300	18,100	2,800	111,200	
Md.352	22-26	Green Hill Creek to Md.349	4.07	4 36	15	Widen and Resurface; Rehabilitate Shoulders.	587	675	1200	262,200	52,400	14,400		5
Md.353	22-27	Delaware State Line to US 50	4.60	8 439	16	Resurface; Rehabilitate Shoulders.	646	750	1300	171,000	34,200	33,800	239,000	.6
Md.354	22-28	Worcester County Line northerly	3.60	10 469	17	Construct Bypass at Powellville; Remainder Resurface; Rehabilitate Shoulders.		975	1700	237,000	47,400	34,200	318,600	
Md.374	22-45	Md.354 to Worcester Co. Line	كالمال الما		کنی ک	Resurface.		575	1000	26,000	5,000	2,400	33,400	
Md.385	22-29	Md.349 to Md.352	3.47	12 480	19	Widen and Resurface; Rehabilitate Shoulders.		300	500	138,800	27,800	10,000	176,600	
Md.467	22-31	Md.313 to Delaware State Line	3.27	7 43	20	Resurface; Rehabilitate Shoulders.	393	975	1700	127,100	25,400	13,900	166,400	
					21			- 0,0	2,00	127,100	20,100	20,000	200,100	21
		Total	54.67		22					\$2,453,300	\$490,300	\$322,900	\$3,266,500	22
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Route	Control Section	LOCATION	Miles	Rank	X N	DESCRIPTION OF WORK	T	RAFF	IC	REMARKS					
No.	No.	LOCATION	Miles	Co. Rank State Wide	- X	DESCRIPTION OF WORK		1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	REMARKS
						RECOMMENDED I	FOR TRAN	SFER F	ROM :	STATE	TO OTHER	JURISDI	CTIONS		
Alt. JS 13	22-3	US 13 to Delaware State Line (Rt.458)	2.20		1	Normal Maintenance.			3500	6000					Transfer to County.
ld.349	22-21	Bank Rd. in Nanticoke S. to end of SRC Maint.	2.27		2	Improve within existing R/W.					61,300	12,300	en en	73,600	Transfer to County.
d.350	22-23	Existing Md.350 at Powellville Bypass	0.83±		3	Minor Resurfacing.					4,200	800		5,000	Transfer to County after completion of Bypass.
d.354	22-28	Existing Md.354 at Powellville Bypass	1.0±		4	Minor Resurfacing.					5,000	1,000		6,000	Transfer to County after completion of Bypass.
ld.529	22-37	South Limits of Salisbury to New Rd. to US 13	3.24		5	Normal Maintenance.		666	950	1700		on on		;	Transfer to County as per Agreement dated 1/23/57.
Md.529	22-32	New Rd. to US 13 to Somerset Co. Line	3.42		6	Widen and Resurface 2.82 miles; Resurface 0.45 Mile Per Agreement.		438	400	700	210,600	42,100		252,700	Transfer to County as per Agreement dated 1/23/57.
M.815	22-47	Md.349 to Md.349 West of Salisbury	0.84		7	Normal Maintenance.			700			ga ga		I	Transfer to County.
					8										3
		Total Secondary	y 13.8		9		Totals				\$281,100	\$56,200		\$337,300	9
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Route	Control Section	LOCATION	Miles	Rank	Wide	Rank Hank DESCRIPTION OF WORK	T	RAFF	C	E		ED COS	T	No.	REMARKS	
Route No.	Section No.	LOCATION	Miles	Co. F	Ra	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	
							RECOMMENDED	FOR	NORM	IAL M	AINTENAN	NCE	1			
/d.354	22-28	US 50 to proposed Powellville Bypass	3.70			1		3790	1150	2000					1	
/d.455	22-46	Md.353 westerly toward US 13	4.80			2			750	1300					2	
/d.455	22-30	Through Delmar	1.31			3			1350	2400					3	
/d.670	22-38	Md.347 to US 50	1.52			4		784	1200	2100					4	
Md.349	22-20	Md.347 toward Jesterville Rd. for 3.2 miles	3.2			5		1274	2125	3700					5	
Md.349	22-20	3.45 miles S. of Md.347 to Jesterville Rd.	5.65			6		1274	2125	3700					6	
						7				·					7	
		Total	20.18			8									6	
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Route	Control			lank	* Aide	Rank Line No.	DESCRIPTION OF WORK	Т	RAFF		E	STIMAT	ED COS	T g	REMARKS
No.	Section No.	LOCATION	Miles	Co.	State	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total .	KEMAKKS
							CO	NSTRU	CTION	NEED	DS .				
1.354	23-17	Md.12 to Wicomico County Line	7.55	12	426	1 1	Resurface; Rehabilitate Shoulders.	393	625	1000	272,900	54,600	35,400	362,900	
d.365	23-19	R.R. Tracks in Snow Hill to Snow Hill Landing	5.93	5	373	2	Widen & Resurface;Rehab. Shoulders;Modify Curves.	768	1000	1800	318,100	63,600	48,800	430,500	
d.366	23 - 20	US 13 in Pocomoke City to W.Limits of Stockton	7.80	3	299	3	Widen and Resurface; Rehabilitate Shoulders.	871	1500	2800	322,000	64,400	97,000	483,400	
d.366	23-20 23-21	W. Limits of Stockton to E. Limits of Stockton	1.30	13	442	4	Widen and Resurface.	871	1500	2800	204,000	40,800	89,400	334,200	
d.366	23-21	E. Limits of Stockton to George Island Landing	2.02	2	249	5	Widen and Resurface; Rehabilitate Shoulders.	377	425	700	70,700	14,100	96,800	181,600	
.367	23-22	US 113 to Delaware State Line	2.59	4	369	6 1	Widen and Resurface; Rehabilitate Shoulders.	825	875	1500	143,000	28,600	20,900	192,500	
1.371	23-25	Broad St.in Pocomoke City to Dun Swamp Rd.	0.60	14	464	7 1	Resurface; Rehabilitate Shoulders.		250	450	21,000	4,200	13,400	38,600	7
1.371	23-25	Dun Swamp Rd. to New Bridge Rd.	2.39	15	477	8	Widen and Resurface; Rehabilitate Shoulders.		250	450	126,500	25,300	15,000	166,800	3
1.371	23-25	New Bridge Rd. to Colona Rd.	1.28	18	495	9	Widen and Resurface; Rehabilitate Shoulders.		250	450	64,000	12,800	4,600	81,400	3
1.374	23-26	Wicomico Co. Line to 0.70 mi.southwest of Libertytown	2.84	19	512	10	Widen and Resurface; Rehabilitate Shoulders.		400	900	142,000	28,400	9,500	179,900 10	
1.374	23-26	0.70 mi. southwest of Libertytown to Md.818 in Berlin	5.75	10	409	11	Widen and Resurface; Rehabilitate Shoulders.	226	875	800	331,200	66,200	42,400	439,800 1	
.376	23-27	(Williams St.) Md.377 in Berlin to Md.611	4.54	9	403	12	Widen & Resurface; Rehab. Shoulders; Modify Curves.	404	650	1100	273,500	54,700	80,000	408,200 1	2
.568	23-34	Delaware State Line to Md.367	0.41	11	423	13	Widen and Resurface; Rehabilitate Shoulders.	886	875	1500	38,000	7,600	4,300	49,900 1	3
.610	23-37	Sheppards Crossing Road to Ebenezer Road	4.10	6	379	14	Reconstruction.	471	625	1000	430,500	86,100		516,600 1	
1.610	23-37	Ebenezer Road to US 113	1.00	17	494	15	Resurface; Rehabilitate Shoulders.		525	900	35,000	7,000		42,000 1	-
1.610	_	US 50 to proposed US 50	0.80	1	39	16	Construct New Road.				88,000	17,600	2,300	107,900 1	Construct concurrently with proposed US 50.
1.611	23-38	4.06 mi. South of US 50 to US 50	4.06	7	390	17	Widen and Resurface; Rehabilitate Shoulders.	428	775	1300	142,100	28,400	35,000	205,500 1	
1.756	23-45	US 13 to US 113	0.95	16	488	18	Resurface; Rehabilitate Shoulders.	1222	725	1300	13,500	2,700	12,300	28,500 1	
						19									9
		Total	55.91			20	Totals				\$3,036,000	\$607,100	\$607,100	\$4,250,200 2	0
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	Control			ank	No.	DECORPTION OF WORK	Т	RAFF	IC	E		ED COS		. C	REMARKS
No.	Control Section No.	LOCATION	Miles	Co. R. State	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	REMARKS
						RECOMMENDED	FOR	NORM	AL M	AINTENAN	NCE				
d.375	23-47	Md.818 to Md.374 in Berlin	0.06		1									1	
	23-30	US 113 to US 50	1.65		2		1252	1225	2200					2	
d.589	23-30	US 113 to US 50	4.68		3		136	275	500					3	
		US 50 to Sheppard's Crossing Road	0.71		4									4	
					5									5	
		Total	7.10		6									6	
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Route	Control Section	LOCATION	Miles	Co. Rank State Wide	Line No.	DESCRIPTION OF WORK	Т	RAFF	IC		ESTIMAT	ED COS	Ž.	DEMARKS
No.	No.		Miles	Co. State	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	-	REMARKS
						RECOMMENDED FOR TRAN	SFER F	ROM (OTHER	JURISDIC	CTIONS TO	STATE		
-	Rt.611 Ext.	South end of Md.611 to proposed bridge to Assateague	6.00	8 39	1 1	Widen & Resurface; Rehab. Shoulders; Modify Curves.				385,000	77,000	20,000	482,000 1	Transfer from County to State after completion of proposed bridge.
Pitts St inBerlin		Williams St. to Main St.	0.05		2	Normal Maintenance.				-+			2	Transfer from County to State for Continuity.
Bay St. inBerlin	Md.374 Ext'd	Main St. to Md.376	0.16		3	Normal Maintenance.							3	Transfer from County to State for Continuity.
2d St. in Pocomoke	Md.374 Ext'd Md.371 Ext'd	Broad St. to US 13 (Pocomoke City Thruway)	0.98	20 54	18 4	Resurface; Rehabilitate Shoulders.		250	750	35,000	7,000		42,000 4	Transfer from Pocomoke City to State for Continuity.
City												-		State for Continuity.
Bay St.	Md.365 Ext'd	US 113 to R.R.	0.29±	21 57	5 5	Widen and Resurface; Rehabilitate Shoulders.				26,100	5,200		31,300 5	Transfer from Snow Hill to State for Continuity.
Snow Hil														State for continuity.
					6								6	
		Total	7.48		7	Totals				\$446,100	\$89,200	\$20,000	\$555,300 7	
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Route	Control	LOGATION		lank	Wide	No.	DESCRIPTION OF WORK	T	RAFF	IC	Ė	STIMAT	ED COS	T	No.	REMARKS
No.	Section No.	LOCATION	Miles	Co. Rank	Rai	Line	DESCRIPTION OF WORK	1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total	Line	KEMAKKS
							RECOMMENDED FOR TRANS	SFER F	ROM S	STATE	TO OTHE	R JURISDI	CTIONS			
Alt. US 13	23-2	In Pocomoke City	-			1 N	Normal Maintenance.								1	Transfer to Pocomoke City.
Md.250	23-16	Sections of Old US 13	2.59			2 N	Normal Maintenance.	448	725	1300					2	Transfer to County.
Md.364	23-18	Somerset County Line to end of SRC Maintenance	2.74			3 I	Improve within existing R/W.	600	775	1300	74,000	14,800		88,800	3	Transfer to County.
Md.367	23-22	West of US 113	0.10			4 N	Normal Maintenance.								4	Transfer to County.
Md.368	23-23	Md.367 to end SRC Maintenance	0.30			5 N	Normal Maintenance.	260	350	600					5	Transfer to County or City.
Md.377	23-28	Md.816 to end SPC Maintenance in Berlin	0.61			6 N	Normal Maintenance.								6	Transfer to County or City.
Md.378	23-29	US 50 in Ocean City, south to end of road	0.60			7 N	Normal Maintenance.								7	Transfer to Ocean City.
Md.528	23-33	US 50 in Ocean City, south to end of road (Md. 378)	0.60			8 N	Normal Maintenance.								8	Transfer to Ocean City.
Md.626	23-39	Md.707A to Md.707A	0.88			9 N	Normal Maintenance.	238	650	1100					9	Transfer to County.
Md.707A	23-41	US 50 and Md.626 and Barrier at Sinepuxent Bay	1.85			10 N	Normal Maintenance.		900	1600					10	Transfer to County.
Md.707B	23-41	US 50 to road end	3.31		,	11 N	Normal Maintenance.		550	950					11	Transfer to County.
Md.707C	23 - 42	Worcester St. in Ocean City	0.16			12 N	Normal Maintenance.								12	Transfer to Ocean City.
Md.708	23-43	Md.528 to Md.528	0.22			13 N	Normal Maintenance.								13	Transfer to Ocean City.
Md.709	23-14	Road end to road end with connection to Md.12	0.26			14 N	Normal Maintenance.								14	Transfer to County.
Md.756	23-45	Alt.US 13 to New US 13 in Pocomoke City	0.50			15 N	Normal Maintenance.								15	Transfer to Pocomoke City.
Md.816	23-4	Sections of Old US 50	3.78			16 N	Normal Maintenance.		5625	9800					16	Transfer to County or City.
Md.818	23-9	Sections of Old US 113	2.66			17 N	Normal Maintenance.								17	Transfer to County or City.
						18									18	
		Total	21.16			19	Totals				\$74,000	\$14,800		\$88,800	19	